



THE CORPORATION OF THE CITY OF COURTENAY

STAFF REPORT

To: Council

File No.: 6480-00

From: Chief Administrative Officer

Date: May 30, 2022

Subject: Official Community Plan (OCP) Bylaw No. 3070 – First and Second Readings

PURPOSE:

The purpose of this report is to provide Council with an overview of the key changes recommended to the Official Community Plan (OCP) following the final phase of public consultation, consider first and second reading of OCP Bylaw No. 3070 and to schedule the Public Hearing.

POLICY ANALYSIS:

- An update of the Official Community Plan is identified as 2019-2022 Council Strategic Priority.
- Consultation and drafting of Official Community Plan policies has been undertaken in accordance with:
 - The Engagement Playbook Plan developed at the outset of the OCP update process, and amended due to the pandemic;
 - Council direction from the May 11, 2020 staff report “Official Community Plan (OCP) – Consultation Requirements” which include, among other details, conformance to the the *Local Government Act* Part 14, Division 4 – Official Community Plan Section 475 (1), in which Council must receive and endorse a plan to provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected; and
 - Direction from the January 17, 2022 Staff Report “Official Community Plan (OCP) – Official Consultation and Public Review of the Draft”.

CAO RECOMMENDATION:

THAT based on the May 30, 2022 staff report “Official Community Plan (OCP) Bylaw No. 3070 – First and Second Readings”, Council give first and second readings to “Official Community Plan Bylaw No. 3070, 2022”;

THAT Council has considered the proposed “Official Community Plan Bylaw No. 3070, 2022” in conjunction with the City of Courtenay 2022-2026 Five Year Financial Plan and the Comox Strathcona 2012 Solid Waste Management Plan, and finds no significant conflicts;

THAT Council refer “Official Community Plan Bylaw No. 3070, 2022” to the:

- a) K’ómoks First Nation for comment;
- b) Provincial Agricultural Land Commission for comment;
- c) Comox Valley Regional District for the purpose of acceptance of the regional context statement by the CVRD Board;

AND THAT Council direct staff to schedule a public hearing for “Official Community Plan Bylaw No. 3070, 2022”.

Respectfully submitted,



Geoff Garbutt, M.Pl, MCIP, RPP
Chief Administrative Officer

BACKGROUND:

OCP Bylaw No. 3070 represents two and a half years of research, consultation, and policy refinement to update the OCP. The project is now at phase 6, the final phase:

Phase 1 (August 2019 – January 2020): Background research.

Phase 2 (February – September 2020): Ideas Fair, online public survey, City-wide vision and growth scenarios development exercise.

Phase 3 (October – November 2020): Targeted neighbourhood planning, ‘walkshop’, and stakeholder sessions.

Phase 4 (December 2020 – December 2021): Draft Plan, policy analysis and formulation, stakeholder consultations.

Phase 5 (January – April 2022): OCP Bylaw Consultation – Public, Stakeholder and Agency.

Phase 6 (May – July 2022): OCP Bylaw adoption process.

A dedicated project webpage was created at the outset of the OCP review and has steadily been populated with information as it has come available over the past two and a half years. The January 17, 2022 staff report “Official Community Plan (OCP) – Official Consultation and Public Review of the Draft” presents the significant policy areas and changes to the new OCP compared to the 2005 previous version and outlines the consultation tools that would be used during the phase 5 consultation. This process meets and exceeds the minimum requirements set by the LGA. The purpose of that report was to commence the final public consultation phase of the OCP project (other than the Public Hearing) which occurred between mid-January 2022 and early April 2022.

Community, stakeholder, First Nation, statutory agency, and OCP Advisory Committee feedback was solicited during the consultation period in the form of an online public survey, three virtual town halls, stakeholder meetings, statutory referral, and a large amount of correspondence in the form of front counter discussions, emails, phone calls, and virtual calls.

Online resources were made available to assist interpretation and understanding of the OCP including a 24 page summary document of the OCP, a 30 minute and 60 minute recorded powerpoint presentation, and short video clips from staff, the OCP Advisory Committee youth members, and members of Council. Advertising for the final phase of consultation occurred through the Comox Valley Record print and on-line editions, Google ads, social media ads, regular posting to City’s social media accounts, the dedicated OCP e-newsletter (849 subscribers), City of Courtenay homepage feature spotlight, official letters and emails sent to statutory agencies, including First Nations, direct email notifications to community stakeholders, and request to all interested parties such as the OCP Advisory Committee to share amongst their networks.

In response to referral and advertisement, written comments were provided from the following:¹

First Nations

- K'ómoks First Nation
- Kwiakah First Nation
- We Wai Kum Nation

Agencies

- Agricultural Land Commission
- Comox Valley Regional District
- Department of Fisheries and Oceans Canada
- Island Health
- Ministry of Agriculture, Food and Fisheries
- Ministry of Forest Lands Natural Operations and Rural Development
- Ministry of Transportation
- Town of Comox
- Village of Cumberland

Community Stakeholders

- Canadian Association of Nurses for the Environment
- Comox Valley Land Trust
- Comox Valley Cycling Coalition
- Comox Valley Early Years Collaborative
- Comox Valley Food Policy Council
- Comox Valley Development and Construction Association
- Morrison Creek Streamkeepers

Businesses

- Crown Isle/Silverado Land Development Corp.
- Iconic Island Dwellings
- McElhanney Ltd.
- Re/Max Ocean Pacific Realty
- Simba Investments

Public (is possible some of these were representing community stakeholders, businesses or agencies)

- 764 survey responses
- Approximately 100 attendees at public meetings
- Approximately 20 emails and phone calls
- Across City of Courtenay social media accounts: Over 5,200 'post engagements' (including reactions, comments and shares) on Facebook and over 150 'engagements' on Twitter

OCP Advisory Committee

- Input into draft plan and recommendations to Council provided in their report (Attachment No. 1 – Official Community Plan Advisory Committee report).

¹ Additional public, stakeholder, statutory agency, and First Nation input has been solicited throughout the full development of the OCP, the summaries of which are contained in earlier reports available on the project webpage: www.courtenay.ca/OCPupdate

The complete set of comments is provided in Attachment No. 2 – OCP Phase 5 consultation results. In a number of community stakeholder and agency instances, staff arranged follow up meetings to clarify comments and discuss edits to the OCP. As a whole, the collective comments confirmed widespread and general support for the OCP directions, vision, goals, objectives, and policies. Review of all the comments has resulted in a number of refinements being made to the OCP, and in some instances policies being removed, edited, or added or maps changed.

Wherever changes have been made, the detail and rationale for the change is provided in Attachment No. 3 – Inventory of changes to OCP, by section. Staff emphasize that while the OCP in its presented Bylaw No. 3070 form has been comprehensively edited from the original draft to reflect the consultation, clarity, consistency, grammar, organization, readability, and accuracy, that the foundational directions, vision, goals, objectives, and vast majority of the policies remain unchanged from the January 2022 version presented for consultation and subject of the January 17, 2022 Staff Report.

DISCUSSION:

Required and optional OCP content

The authority and requirements for OCP can be found in Part 14, Division 4 of the Local Government Act. An OCP is intended to be a statement of “objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purposes of local government,” and “to the extent that it deals with these matters, an official community plan should work towards the purpose and goals referred to in section 428 [*purpose of regional growth strategy*]”.

Pursuant to the applicable legislation, there are topics an OCP must include statements on, and topics that an OCP may include statements on. An OCP *must* include statements and map designations for the following:

- the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least 5 years;
- the approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
- the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;
- restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
- the approximate location and phasing of any major road, sewer and water systems;
- the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites;
- other matters that may, in respect of any plan, be required or authorized by the minister.

OCP’s must also include housing policies of the local government respecting affordable housing, rental housing and special needs housing and consider the most recent housing needs report undertaken by the municipality, which for Courtenay is the 2020 Comox Valley Housing Needs Assessment. Other musts include targets for the reduction of greenhouse gas emissions, and policies and actions of the local government proposed with respect to achieving those targets.

If an OCP is within an area to which a Regional Growth Strategy applies, the OCP must also include a regional context statement, consistent with the rest of the plan, that is accepted by the board of the regional district of which the municipality is a member.

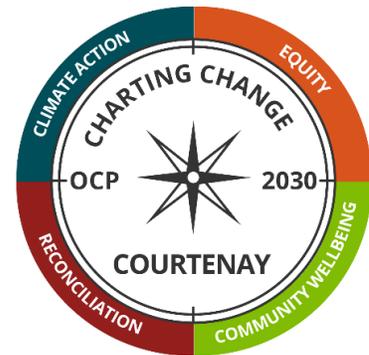
An OCP *may* additionally include:

- policies of the local government relating to social needs, social well-being and social development;
- policies of the local government respecting the maintenance and enhancement of farming on land in a farming area or in an area designated for agricultural use in the plan;
- policies of the local government relating to the preservation, protection, restoration and enhancement of the natural environment, its ecosystems and biological diversity.

The 2022 Courtenay OCP addresses the musts and mays outlined above.

OCP key directions

The 2022 OCP presented as Schedule A of Bylaw No. 3070 (Attachment No. 4) represents a new OCP and includes an update to the vision, goals, policies and land use designations from the existing OCP which was adopted in 2005. The proposed OCP reflects current community challenges and directions as identified in the two and a half years of research, analysis, and significant public, agency, community stakeholder, and First Nation consultation. In essence, the direction of the OCP is represented by the four cardinal directions that inform the content of the plan: Reconciliation, Climate Action, Equity, Community Well-being.



OCP changes since January 2022 pre-phase 5 consultation version

A full account of all changes made to the OCP between the January 2022 version and the OCP Bylaw No. 3070 proposed for 1st and 2nd reading is provided in Attachment No. 3 – Inventory of changes to OCP and is organized by section. A number of these changes are relatively minor in nature, made to improve comprehension, clarity, and flow of the document. A shorter list of changes that are more substantive in nature are listed here:

1. **Use of the term ‘traditional’ with respect to First Nation unceded territory.** The term ‘traditional’ implies the territory was in the past, yet the territories remain today. This distinction provided by the K’ómoks First Nation planning consultant. Therefore the adjective ‘traditional’ has been removed in the context of ‘traditional unceded territory’ throughout the OCP wherever First Nation territories are mentioned.
2. **Plan timeline.** A frequent question throughout the consultation was “what if we’re growing faster than the OCP growth projections predict” and “why doesn’t the OCP include population forecasting that takes into account the 2021 census?”

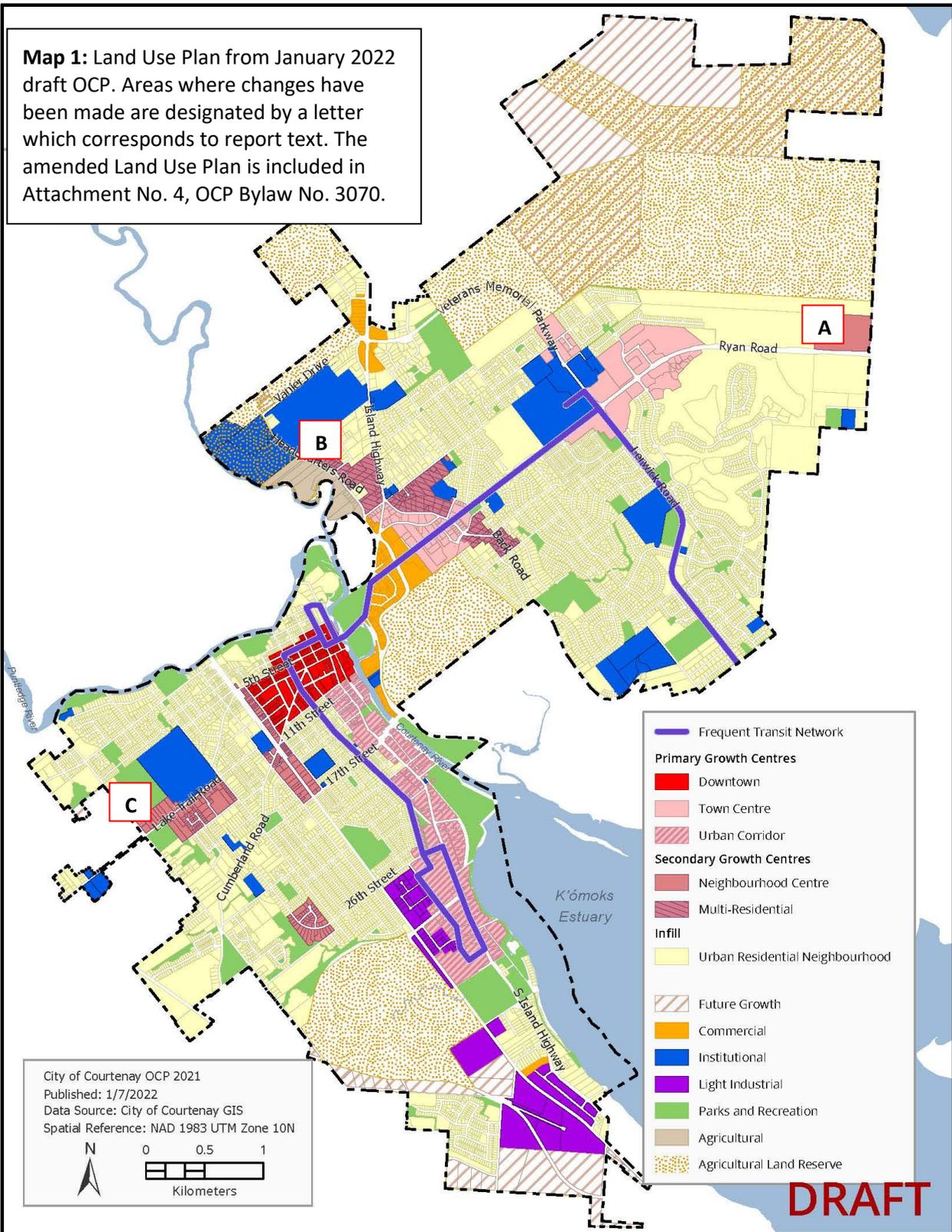
Population forecasting was conducted in 2020 to estimate Courtenay’s 2020 population and generate population forecasts, based on 2016 Census data. That population forecasting conducted at that time indicated that Courtenay is expected to grow by 4500 more residents, and 2900 more dwelling units, over 2020 population estimates, by 2030. The subsequent land use research and modelling used to inform the OCP’s growth strategy was calibrated to accommodate those stated population and dwelling count estimates.

Then, earlier this year during the OCP consultation period, Statistics Canada released the first of seven schedules of 2021 census data on February 9 (basic population and dwelling counts) and April 27, (age, sex at birth and gender, and type of dwellings). More detailed 2021 census data will be released throughout 2022. The 2021 census indicates Courtenay is growing more rapidly than projected which generated considerable interest during the OCP consultation.

In response to this new information about Courtenay's rate of growth, the OCP has been edited to reflect that the OCP time horizon will depend on how quickly Courtenay's population grows by the additional 4500 more residents (over 2020 population estimates), and not be set at 2030 as original project communications cited. When the population target of 4500 more residents (over 2020 population estimates) has been achieved, the additional population forecasting will be conducted and additional growth planning in order to determine how best to accommodate Courtenay's changing population. These population forecasts will be conducted in coordination with the Housing Needs Assessments that are required for BC local government housing planning purposes.

3. ***Balancing focused growth and environmental protection.*** A number of comments during the consultation indicated a lack of clarity in the environmental protection objectives specifically as it relates to how growth will be focused in certain areas. A concern voiced was that the plan could result in infill development negatively impacting environmentally sensitive areas. This was not the intent of the policies and staff have added language in a number of locations throughout the plan to clarify this. Specifically, additional language has been added in the 'How Courtenay will Grow' section and associated Urban Framework Growth Concept map (pg. 48-50). This clarification then was added to a number of specific policies throughout the document that reference infill policies as is listed in the Attachment No. 3 – Inventory of changes to OCP, by section.
4. ***Land use plan.*** A number of changes have been made to the land use plan as a result of statutory referral, stakeholder, or community consultation. These changes are listed here and identified on Map 1 (January 2022 draft OCP) of this report as reference.
 - a. ***Change A:*** Removed boundary for Ryan Road and Anderton Road Neighbourhood Centre land use designation to allow for the Local Area Plan to inform the Neighbourhood Centre designation. It is considered premature at this point to set a land use designation for Neighbourhood Centre as this would indicate that there is Council support for a particular land use within this area, when in fact more analysis and consultation needs to occur.
 - b. ***Change B:*** Re-designated lands along Headquarters Road from Multi-Residential to Urban Residential on the north side of the road, between Glacier Road and Vanier School property. Consultation with the neighbourhood revealed strong reservations to such density all along Headquarters Road, noting what an abrupt change it would feel from the surrounding context. Staff agree that the change would be significant from the existing 'country in the city' feeling. Staff support the lowering of the density threshold on these lands to transition the change in density between the Multi-Residential designated closer to the lower Ryan Road Town Centre, and the agricultural designation to the north, should development of these lands occur. Staff note that the Urban Residential designation still permits up to four stories of multi-residential dwellings. The Multi-Residential designation permits up to six stories. For any development of these subject lands, a rezoning application will be required.

- c. *Change C:*** Re-designated lands along Lake Trail Road from Neighbourhood Centre to Urban Residential on the north side of the road, between Lake Trail School property and Arden Road. Consultation with the Morrison Creek Stream Keepers and other stewardship organizations revealed strong reservations to such intensification of uses on properties containing Environmentally Sensitive Areas (Arden creek, home of the federally listed Species at Risk Act Morrison Creek Lamprey). While preliminary analysis of these properties indicated that these lands would be able to develop to a Neighbourhood Centre designation while protecting the stated 30m riparian setback, staff agree that the mix of uses included in the Neighbourhood Centre may increase the impact to the creek more than urban residential uses may. For instance, while urban residential uses may still permit up to four stories of multi-residential dwellings, other residential requirements are more conducive to more watershed sensitive land use practices such as open areas for residential open space requirements and extensive landscaping. As such, staff support removing the mix of uses from this area and designating only for residential of a range of forms from single storey to up to four stories.



5. **Policy foundations – Understanding Affordability.** The OCP was developed with two policy foundations that are presented in Part C – Thematic Policies, in order to provide context and understanding of the policy connections in the following thematic policy chapters. Those two policy foundations are Low Carbon and Quality of Life, which links to the OCP vision statement of “Courtenay is responsible for the future, supporting high quality of life, with a low-carbon footprint for all.”

Affordability was raised as a significant question and concern throughout the OCP consultation with many people asking how affordability was considered in the context of this plan. The OCP was developed from its conception with broad and long range affordability considerations in mind such as the cost of municipal services, housing, transportation, energy, externalities, and inaction. This however was not explicitly described in the explanatory information of the plan. This has now been added for certainty and clarity. The inclusion of this information does not change any policies in the plan as they were developed with a holistic consideration to affordability in mind.

6. **Buildings and Landscape Chapter**

a. **Amended a policy on BC Energy Step Code requirements.**

From:

Accelerate adoption of the BC Energy Step Code for all new non-City buildings:

- a. *Require that Part 9 buildings achieve Step 4 by 2023 and Step 5 by 2025; and*
- b. *Require that Part 3 buildings achieve Step 3 by 2023 and Step 4 by 2025.*

To:

Accelerate adoption of the BC Energy Step Code in the BC Building Code to always be one Step ahead of the provincial minimum Energy Step Code standards. Buildings that include a low-carbon energy system that satisfies a greenhouse gas intensity limit of 3kg/m²/year for primary heating and hot water may be constructed to the minimum Provincial Step Code requirement. (Buildings and Landscape Policy BL 4)

This was a topic of considerable resistance in the local development community who observed that setting standards too far ahead of the province could result in local skills shortages, and ability to obtain technologies and materials that would achieve the higher building performances. The request was to show incremental leadership in step with the province in order to accommodate a smoother transition in the building industry.

The policy has been amended to both set a higher standard than the provincial standard, while also incentivizing building applicants to utilize low-carbon energy systems, which the BC Energy Step Code does not currently permit the regulation of outright. For instance, communities who wish to require GHG emissions performance standards have to find voluntary or negotiation tools to incentivize such behaviour such as through the way the incentive is structured in the included policy, or through the discretionary power Council has to grant zoning rights with certain conditions (see item below). The Province is currently amending the BC Building Code to include GHG emissions performance tiers similar to energy efficiency tiers (the Step Code) which will establish a level regulatory field

across the province in which the wider building industry can adapt to steadily increasing performance requirements.

b. **Amended a policy on building GHG emissions performance as a condition of rezoning.**

From:

Require that new buildings subject to rezoning achieve net-zero GHG emissions as a condition of rezoning. This means buildings will be required to perform at or better than a mechanical energy use intensity (MEUI) of 30 kWh/(m²·year) and thermal energy demand intensity (TEDI) of 15 kWh/(m²·year).

To:

Require that new buildings subject to or developed as a result of rezoning achieve low-GHG emissions as a condition of rezoning, defined as achieving a greenhouse gas intensity limit of 3kg/m²/year for primary heat and hot water. (Buildings and Landscape Policy BL 5).

This change is relatively subtle as the original policy language was misleading in suggesting that the performance metrics stated would achieve net-zero. They could, but wouldn't necessarily do so with the targets listed as the mechanical and thermal demand intensity units could still be met with carbon sources. Therefore the language has been amended to identify that low-carbon shall be achieved, and the unit of measurement has been changed to kg/m²/year in line with municipalities in BC and evolving understanding of measuring GHG performance in buildings. It's important to note that the research and policy development regarding building GHG emissions performance standards is rapidly evolving in BC given that the provincial government is anticipated to announce an opt-in 'Carbon Pollution Standard' for buildings in the coming months. This would provide 'steps' of GHG intensity targets and a regulatory framework to regulate GHGs within buildings (similar to BC Energy Step Code 'steps' for energy efficiency performance). Consultation on anticipated provincial enabling legislation indicates that the City's proposed OCP policy would align well with the provincial Carbon Pollution Standard framework.

Regarding the practical applications of a 3 kg/m²/year GHG intensity limit, it's important to note that the intensity limit applies to primary heating and hot water energy sources and not appliances or industrial processing applications. Therefore to meet the target, a building's space heating would be electric, but natural gas cooking appliances could still be permitted. Commercial applications that use natural gas cooking appliances (e.g. restaurant), as well as commercial or industrial applications (e.g. glass blowing) would not be measured as part of the GHG intensity limit of the building's performance and therefore they would also be permitted.

The OCP contains complementary policy to 'Discourage the use of fossil fuel energy including natural gas in all development applications...' (Buildings and Landscape Policy BL 11).² The policy stated above is expected to discourage new natural gas connections in Courtenay, in that new developments and builders who are only able to connect a building's appliances to such an energy source may decide to forego the connection

² This policy is unchanged from the January 2022 draft version of the OCP, although it has been moved from the Municipal Infrastructure chapter to the Buildings and Landscape chapter given that it reads more logically in connection to building servicing and connects closely to the Carbon Pollution Standard initiative.

entirely given its limited application. This trend of natural gas not being part of new developments is even more likely as the GHG intensity limits decrease, as the provincial Carbon Pollution Standard framework is expected to direct. Renewable Natural Gas (RNG) is often cited as an alternative to natural gas and therefore cited as a reason to maintain natural gas connections for urban uses, however it's important to note that the sources of RNG are expected to be limited and therefore this is not as optimal as switching buildings to electric over any form of natural gas.

Additional and complementary policies are included in the OCP to ensure that the City of Courtenay's policies do not become outdated as this field of energy performance and pollution standards and regulatory authority for buildings rapidly evolves. Such policies direct that the City update any building, zoning, and development permitting regulations upon any additional legislative authorities be granted by the Province, including with respect to regulating GHG emissions of buildings.

c. Added a new policy to begin to address demolition waste:

Encourage the adaptive reuse of buildings and building materials through permitting and planning processes to help reduce construction waste generation. (Buildings and Landscape Policy BL 13).

Added after consulting with Comox Strathcona Waste Management service who requested that the City anticipate and reduce demolition waste. The OCP now recognizes (in the Buildings and Landscape Chapter) that at the end of their life, buildings can generate a lot of waste if materials are not disassembled, repurposed, or otherwise diverted from the landfill whenever possible. The regional waste management service estimated that demolition waste accounts for 25% of the total landfill waste stream. Therefore reducing the amount of construction and demolition waste is key to extending the life of the landfill and achieving GHG emission targets associated with waste management. This is a particular consideration for Courtenay because redevelopment of existing properties will be an important part of accommodating Courtenay's growth. Policies and regulatory tools may be further explored in the upcoming update to the Comox Strathcona Waste Management Plan.

7. Municipal Infrastructure Chapter - Waste management.

Expanded a policy:

From:

Support local and regional programs to significantly decrease the amount of waste being generated and increase waste diversion and recycling. This includes, but is not limited to, demand-side management measures such as single-use plastic restrictions and supporting landfill bans on materials that have viable local diversion options.

To:

Explore zero-waste approaches in waste management, including prioritizing upstream approaches that avoid, reduce, and reuse waste in all applications of local government jurisdiction. This includes, but is not limited to:

a) Supporting regionally coordinated and sustained public education programs;

- b) Supporting neighbourhood-scale recycling and waste diversion facilities as part of complete neighbourhoods subject to access, form and character, and other neighbourhood integration considerations;*
- c) Ensuring sufficient and conveniently located spaces within all developments to support occupant waste diversion behaviours;*
- d) Materials restrictions and bans from the landfill where alternatives exist and diversion options are viable;*
- e) Supporting the Province in applying Extended Producer Responsibility policies to more materials;*
- f) Obtaining accurate data of waste streams for monitoring, education, and planning purposes; and*
- g) Demonstrating leadership in municipal operations, procurement, and capital investments, including renewal and disposal. (Municipal Infrastructure Policy MI 18)*

Details are added to original policy after consulting with Comox Strathcona Waste Management service who requested that more specific efforts be made to reduce solid waste from a variety of sources. The policy intent has not changed, but specific ideas to explore are now identified to provide clarity. Of note is that the Comox Strathcona Solid Waste Management Plan will be updated shortly and when it is, the OCP will be well positioned to clearly support that planning process in developing zero-waste approaches. As the policy is phrased as an 'explore' policy, this offers an opportunity to learn more about waste management opportunities in conjunction with Comox Strathcona Waste Management services.

8. Implementation - additional Community Amenity Contribution policies added.

Key changes to this section include adding some exemptions to this policy. These include very small units 29m² in size or less as part of an overall mix of units provided, to recognize that these very small units inherently will be more affordable. Units of this size threshold are exempt by legislation from Development Cost Charges. It's important to note that such units shall be part of the overall mix of units. Requiring a mix of units within any residential development is an Affordable Housing chapter policy to ensure that complete and diverse communities can be accommodated throughout the city. For example, a development project comprised entirely of such small units would generally not be supported as it does not provide for the diversity of housing currently needed in Courtenay. Another exemption is when dedicated price-restricted affordable housing is already provided as part of the development proposal, generally operated by a non-profit organization. The policy would have inherently been interpreted to exempt such developments, but consultation revealed that this may not have been clear.

Another key change is adding the policy to negotiate a minimum value of \$1,000 per unit to be allocated to the existing Parks, Recreation, Cultural and Senior Facilities Amenity Reserve Fund as these facilities are a critical need to creating livable density. The current CAC policy in the 2005 OCP is to negotiate funds (or equivalent tangible assets) for both such facilities and affordable housing. While the strong focus of the CAC policy is to prioritize affordable housing as a negotiated condition of rezoning given the critical community need, it is also important to provide for community amenities that can be enjoyed by the general public. Recent rezoning projects have indicated market viability to contribute both the stated affordable housing and parks etc. facilities amenity contribution amounts.

Legislative Process

Giving first reading officially tables the OCP in the public sphere, formally announcing Council's intention to consider moving forward with the plan, and triggers requirements for referral to the Agricultural Land Commission (ALC), the CVRD and arranging a public hearing. The eventual content and adoption of the plan remains subject to a public hearing and any additional input or information received prior to a public hearing, which may be incorporated through subsequent amendments to the bylaw. The statutory steps for the preparation and adoption of an OCP are set out in Division 4 of the LGA. Following a public hearing, Council may consider changes to the OCP at third reading of the bylaw in response to the input received prior to and during the hearing. If those changes affect land uses, development density or tenure, a second public hearing may need to be held. Additional formatting improvements (text alignment, fonts, colours, images, etc.) can continue to be made up until third reading of the bylaw, along with any text changes arising between first and second readings, public hearing and third reading (subject to conditions explained later in this report). Therefore, the statutory process is still part of an OCP's development and remains responsive to input and change at any point prior to third reading of the bylaw.

Section 477(3) of the LGA requires that following first reading of an OCP Bylaw, Council must first consider the proposed plan in conjunction with its financial plan and any waste management plans, and second, refer the proposed plan to the ALC for comment. Communities in which a Regional Growth Strategy is in place must also submit a Regional Context Statement to the regional board for approval. The Comox Valley Regional Growth Strategy is in place and includes Courtenay.

During development of the OCP, financial and waste management implications were actively considered, with finance and utilities staff reviewing the OCP draft and providing input. The financial implications of the OCP lie primarily in the implementation of the plan and resourcing of its various discretionary projects rather than the growth strategy itself. There are no identified conflicts between the draft OCP and the 2022 Financial Plan. Regarding waste, the OCP contains policies pertaining to sewer infrastructure, and there are no identified implications that would conflict with the CVRD solid and liquid waste management plans.

Should Council give first reading to the OCP bylaw, part 2 of the recommended resolution includes specific reference to the City of Courtenay 2022 Financial Plan, the Comox Strathcona Waste Management 2012 Solid Waste Management Plan to demonstrate that the legislative procedural requirement in s.477(3)(a) of the LGA to consider the proposed OCP in conjunction with the financial and waste management plans is clearly met.

LGA s.448 requires submitting the proposed regional context statement for acceptance by the Regional District board. Consultation with the Comox Valley Regional District was carried out throughout the formulation of the OCP, and the full draft plan was referred to staff in early 2022. CVRD staff subsequently provided input on the draft OCP, requesting certain text changes notably in the topic of solid waste management. Should Council give first and readings to the OCP bylaw, part 3 of the recommended resolution explicitly includes a direction for formal referral to the CVRD, meeting the legislative requirement. The LGA states that a board may have up to 120 days to respond by resolution. CVRD response need not occur before the public hearing for the OCP. Based on discussions with CVRD staff, the City expects that the resolution will be prepared in a much shorter timeline than 120 days.

LGA s.477(3)(b) requires referring the proposed OCP to the ALC for comment. It is also a legislative requirement in s.475(4) that the ALC is consulted during the development of the OCP. This consultation was carried out in early 2022, and the ALC subsequently provided input on the draft OCP, requesting certain text and land use map changes. Should Council give first and second readings to the OCP bylaw, part 3 of the recommended resolution explicitly includes a direction for formal referral to the ALC, meeting

the legislative requirement. The ALC's guidance states that its review period is 60 days. ALC response need not occur before the public hearing for the OCP. Based on discussions with ALC staff, the City expects that the resolution will be prepared in a much shorter timeline than 60 days.

FINANCIAL IMPLICATIONS:

The adoption of the OCP in and of itself does entail financial commitments. The Local Government Act is clear that the adoption of "an OCP does not commit or authorize Council to proceed with any project that is specified in the plan" (S.478 (1)). And yet, "All bylaws enacted or works undertaken by a council...after the adoption of an OCP... must be consistent with the relevant plan" (S.478 (2)). Therefore the OCP forms the basis of the strategic planning and five year financial planning process, which is described in more detail in the Administrative Implications section.

ADMINISTRATIVE IMPLICATIONS:

The OCP is intended to be used as the foundation of all stages of the corporate decision-making process and source of directions, ideas, and actions to fulfill Courtenay's vision. Figure 1 illustrates how the OCP will be integrated into the City of Courtenay strategic and financial planning, and corporate culture. It identifies that from the numerous policies and actions contained within the OCP, Council sets strategic priorities for their term to guide department work plans, the five year Financial Plan, and annual budgets. Outcomes are annually reported through the City of Courtenay Annual Report, which offers an opportunity for evaluation and further work plan refinement year after year. The ability to implement the OCP depends on its full integration with the City's strategic and organizational action plans, budgeting, work planning, and annual reporting system.

As a result of this process, the OCP will influence all services and programs that the City provides, and therefore there will be extensive administrative implications as staff first: develops a corporate OCP implementation, monitoring, and reporting administrative structure and procedure; and second: applies that procedure in the routine provision of municipal services, and directed Council priorities. These administrative implications will be iterative as staff steadily works to incorporate OCP actions into routine activities.



Figure 1: Integration of OCP into the City of Courtenay strategic and financial planning, and corporate culture.

ASSET MANAGEMENT IMPLICATIONS:

There are no asset management implications at this stage.

STRATEGIC PRIORITIES REFERENCE:

We support diversity in housing and reasoned land use planning

- Complete an update of the City's OCP and Zoning Bylaws

- **AREA OF CONTROL:** The policy, works and programming matters that fall within Council's jurisdictional authority to act
- ▲ **AREA OF INFLUENCE:** Matters that fall within shared or agreed jurisdiction between Council and another government or party
- **AREA OF CONCERN:** Matters of interest that are outside Council's jurisdictional authority to act

OFFICIAL COMMUNITY PLAN REFERENCE:

Comprehensive update of the current Official Community Plan.

REGIONAL GROWTH STRATEGY REFERENCE:

Section 447 of the Local Government Act requires that a Regional Context Statement be included within the OCP that specifically identifies the relationship between the OCP and the Comox Valley Regional District’s Regional Growth Strategy (RGS) and how the OCP will be made consistent with the RGS.

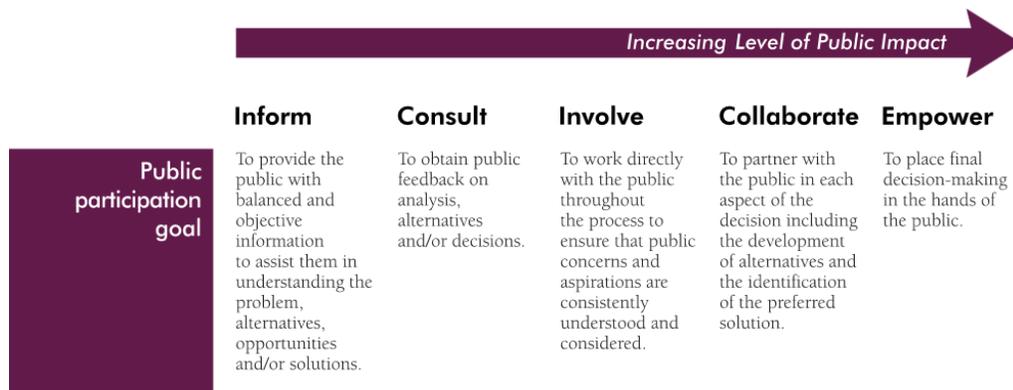
Draft Regional Context Statement is included in the Part B – Managing Growth section of the draft OCP. Proposed policies in the draft OCP well align with policies within the Regional Growth Strategy. A detailed policy analysis of policy consistency between the two growth management tools is in the Appendix.

The Comox Valley Regional District (CVRD) will be conducting a full review of the draft OCP and will provide comments and guidance during the review period. Should the CVRD identify that the draft OCP aligns with the Regional Growth Strategy’s vision, goals and policies, the Board will provide a letter of support for the City before the adoption of the bylaw.

The OCP has been referred to the Comox Valley Regional District (CVRD) as part of the consultation process prior to concurrent OCP adoption process, and will be formally referred to them again as a condition of the first and second readings of the OCP Bylaw. This legislatively mandated official referral of the OCP to the CVRD is to ensure that the Regional Context Statement within the OCP is consistent with the Comox Valley Regional Growth Strategy. Referral comments from the CVRD staff to date have indicated support for the Regional Context Statement.

CITIZEN/PUBLIC ENGAGEMENT:

Throughout the OCP update process of two and a half years, multiple and iterative opportunities for community, stakeholder, First Nations, and agency engagement were provided, generally in accordance with the OCP Public Engagement Plan (2019). Most OCP engagement opportunities were of the “Consult” and “Involve” classifications of the IAP2 Spectrum of Public Participation, with a number of resources to support the “Inform” classification and some opportunities to “Collaborate”.



Public Hearing

Should OCP Bylaw No. 3070, 2022 receive first and second Readings, a statutory public hearing will be held to obtain public feedback in accordance with the Local Government Act.

The hearing itself may span more than one session with the expected number of speakers. Should Council give first and second readings to the OCP bylaw, then they may set the date at the scheduled public hearing and, in accordance with the Local Government Act, need only notify those in attendance at the scheduled public hearing of the date, time, and format of the continued public hearing.

OPTIONS:

OPTION 1: THAT Council give first and second readings to “Official Community Plan Bylaw No. 3070, 2022”;

THAT Council has considered the proposed “Official Community Plan Bylaw No. 3070, 2022” in conjunction with the City of Courtenay 2022-2026 Five Year Financial Plan and the Comox Strathcona 2012 Solid Waste Management Plan, and finds no significant conflicts;

THAT Council refer “Official Community Plan Bylaw No. 3070, 2022” to the:

- a) K’ómoks First Nation for comment;
- b) Provincial Agricultural Land Commission for comment;
- c) Comox Valley Regional District for the purpose of acceptance of the regional context statement by the CVRD Board;

AND THAT Council direct staff to schedule a public hearing for “Official Community Plan Bylaw No. 3070, 2022”.

OPTION 2: THAT Council give first and second readings to “Official Community Plan Bylaw No. 3070, 2022” with the following amendments:

[Amendments to be identified by Council]

THAT Council has considered the proposed “Official Community Plan Bylaw No. 3070, 2022” in conjunction with the City of Courtenay 2022-2026 Five Year Financial Plan and the Comox Strathcona 2012 Solid Waste Management Plan, and finds no significant conflicts;

THAT Council refer “Official Community Plan Bylaw No. 3070, 2022” to the:

- a) K’ómoks First Nation for comment;
- b) Provincial Agricultural Land Commission for comment;
- c) Comox Valley Regional District for the purpose of acceptance of the regional context statement by the CVRD Board;

AND THAT Council direct staff to schedule a public hearing for “Official Community Plan Bylaw No. 3070, 2022”.

Prepared by:



Nancy Gothard, RPP, MCIP
Manager of Community and Sustainability Planning

Reviewed by:



Chris Marshall, RPP, MCIP
Director of Development Services

Concurrence by:



Geoff Garbutt, M.Pl., MCIP, RPP
Chief Administrative Officer

ATTACHMENTS:

- Attachment No.1:** Official Community Plan Advisory Committee Final Report
- Attachment No.2:** OCP phase 5 consultation results
- Attachment No.3:** Inventory of changes to the OCP, by section
- Attachment No.4:** Official Community Plan Bylaw 3070, 2022



Final Report

Official Community Plan Advisory Committee

INTRODUCTION

Advisory committees are established pursuant to the Community Charter (S.141-145) to assist Council in providing for public input on municipal matters. To quote from the October 21, 2019 staff report to Council:

“The primary role of the OCP Advisory Committee is to assist in the review of work produced in each project phase and provide broad guidance on policy implementation. Committee members are expected to proactively engage with the specific affiliations they are representing, if any, and broader community groups and individuals. The committee plays an integral role in project implementation from the first phase to the end, and reports to Council regularly throughout the process.”

More specific objectives from the same report were:

- “2.1 On matters referred to it, review and provide general guidance on background information, draft materials, draft vision statement, and draft plan sections;
- 2.2 Participate in the specified consultation activities as a way to provide guidance into the OCP review process;
- 2.3 Assist in identifying and connecting the City with key stakeholder groups through personal and/or professional contact networks as requested;
- 2.4 Assist in informing the community about the OCP review process and encourage participation by diverse members of the community;
- 2.5 Act in a strictly advisory role. Council may consider the advice and recommendations of the OCP-AC but is in no way bound by such recommendations;
- 2.6 Report to and communicate to Council through regular update reports prepared by Staff on the Committee’s behalf.”

This report contributes to that sixth objective. As the Advisory Committee has not reviewed this version of the OCP currently before Council, we are basing our statements on the overall process and the January 2022 draft report. Given the many improvements and clarifications we understand have been made to the document, we are confident with the conclusions and recommendations made herein.

In terms of composition, the members of the Advisory Committee were to represent the following communities:

- Environmental Stewardship Organizations,
- Development Industry,
- Business Community,
- Economic Development,
- Health and Social Services,
- Arts and Culture, and
- Youth and/or young adult and/or senior representation.



Final Report

Official Community Plan Advisory Committee

The Mayor is also a voting member.

Based on these objectives and criteria, City Council established the OCP Advisory Committee with the following membership¹:

- Sheena Campbell
- Derek Costantino
- Betty Donaldson (Deputy Chair)
- Tanis Gower
- Annelies Henckel
- Lindsay McGinn
- Garry Renkema
- Norman Carruthers (Chair)
- Tom Dishlevoy
- Don Ferguson
- Diane Hawkins
- Charlotte Kimmins
- Erin Nowak
- Mayor Bob Wells (ex officio)

ACTIVITIES

Without detailing all the individual contributions, suffice it to say that throughout the process, Advisory Committee members actively participated throughout of the OCP development process, contributing extensively with content and process advice and guidance, linkages to stakeholder groups and the encouragement of public participation as per our mandate.

OBSERVATIONS

3.1 Purpose of the Revised OCP

From the outset in September 2019, the OCP process was designed to create a climate-friendly Official Community plan – the most innovative, green OCP the City of Courtenay had ever had.

3.2. On the OCP Vision and the Cardinal Directions

An Official Community Plan, as the capstone City policy, must clearly set out the City's vision for the future. In our opinion, Courtenay's OCP vision with its four Cardinal Directions of Climate Action, Reconciliation, Equity and Community Well-Being provides that vital direction-setting. In particular, this OCP is developed so that the community-wide greenhouse gas (GHG) target of zero net emissions by 2050² can be achieved – if aggressively pursued.

3.3 On the Mandate and Composition of the OCP-AC

While its broad representation allowed the committee to undertake its four primary objectives, the key missing factor was 'lived experience'. We were only able to provide second-hand experience on the impact of City policies and programs on the more equity-challenged sectors of the community. With the

¹ Changing individual circumstances caused four members of the Committee (Costantino, Hawkins, Nowak, McGinn) to resign but all contributed extensively during the key input phases. As the review was in its final stages at the time of their resignations, they were not replaced.

² Council Minutes 2020-04-20, Official Community Plan (OCP) Update, File No. 6480-00.



Final Report

Official Community Plan Advisory Committee

pandemic severely limiting community engagement opportunities, the lack of such lived experience input either through the Committee directly or through other participation opportunities was a process weakness.

Second, if Reconciliation is to truly be a community pillar going forward, First Nation representation on future Advisory Committees will be very important and should be a primary objective in their formation.

Third, while Committee members were able to contribute individually, the extended length of the process and the pandemic together with the infrequency of meetings (by design) significantly limited the opportunities for the Committee to meet both as a group, and with either technical experts or Council.³ Several AC members commented that the absence of these opportunities limited our full understanding of the document and the rationale behind various policies. However, the size and breadth of the document demanded significant commitments of time even to be reasonably informed as individuals. The dilemma is that more meetings would have required even more of a time commitment.

3.4 On the OCP Within the City's Hierarchy of Plans

The proposed Official Community Plan cannot, and should not, be viewed in isolation. It is an update of an existing plan and incorporates the directions set in other City plans such as Affordable Housing, the Transportation Plan Update, the Comox Valley Regional Housing Needs Assessment, the Urban Forest Strategy and the Downtown Business Playbook, among others. It also builds on the clear mandate for the project set by Council. As such, the Advisory Committee sees this document as well reflecting Council priorities and directions.

3.5. On Complexity and Interconnectedness

A strength of this OCP is a recognition of the complexity of urban life and the inherent interconnectedness of all its dimensions and sectors. For example, Affordable Housing is one of the ten thematic policies, and initiatives to make housing more affordable are throughout the document, from building design guidelines to secondary suites zoning, town and neighbourhood centres, multi-modal transportation networks and food security. Less obvious is the impact of the changing underlying demographics of the city. Seniors are the fastest growing age cohort in our community, and this will have a significant impact on housing, transportation and service delivery needs, to name a few. While this impact is implicit in many of the proposed objectives and initiatives, its impact cannot be understated (and perhaps should have been flagged more explicitly). Overall, this draft does an admirable job of recognizing the various inherent complexities.

3.6 On Community Engagement and the Pandemic

The Ideas Fair in February 2020 gave about 350 community attendees an opportunity to explore alternatives for the future and provided the City with a rich array of ideas to investigate further. This

³ The opportunity to meet with Council March 11, 2022, was much appreciated. Such a gathering should be part of the workplan, if possible, for any Advisory Committee of Council.



Final Report

Official Community Plan Advisory Committee

was an excellent start to the project's intended community engagement. The pandemic curtailed most of what was planned (as laid out in the *Engagement Playbook*), however project staff pivoted well with the neighbourhood 'walkshops', virtual stakeholder workshops and the on-line surveys providing vital community input. In addition, the array of public documents produced early in the process was impressive.

What was missing were opportunities to engage the community in open conversations – the planned pop-ups, road shows, open houses and public workshops. As a result, broader engagement spread by word-of-mouth did not happen after phase I. This was a key missed opportunity. We also note that the OCP newsletter, a key public communication device, was not published frequently after August 2020. This was unfortunate as it weakened what little community outreach was occurring. While important process documents were being produced, the public was generally unaware and thus unengaged.

Moreover, while engagement of the general public was unfortunately limited, as the report on the first (2020) on-line survey noted:

“The groups most clearly under-represented were youth, single parents, people of colour, and Indigenous peoples. It will be important to pay special attention to the input received by these groups in the survey, and to reach out to these voices in future engagement activities.”⁴.

Going forward, it is vital that the City continue to work to involve these frequently under-represented groups, especially as Equity is one of the four Cardinal Directions that drive this plan.

Finally, we note that the OCP staff were very responsive to engagement suggestions by AC members. Environmental mapping, the Downtown walkabout facilitated by the Comox Valley Art Gallery and meeting with the Comox Youth Climate Council are three such examples.

3.7 On Implementation

The January 2022 draft of the Official Community Plan was a massive document of over 300 pages and included 9 goals, 74 objectives, 290 policies and another 63 sub-region policies. It was very thorough and set aggressive targets on a wide spectrum of issues. Assuming the OCP before Council is a refinement of that draft, its size and complexity will make the OCP very challenging to read and will likely be its 'Achilles heel' as the City moves forward into its implementation phase. But this is just a document; there is a risk that without an effective implementation plan - and considerable sustained effort by both Council and City staff, it will be just a collection of good ideas. Five to ten years from now when the next OCP Update is considered, the value of this document will be judged on the tangible process made both by the City itself and by the community to achieve significant progress on its four Cardinal Directions.

We understand the City will be treating the OCP as a 'living document', updating it regularly as new information becomes available and new policies adopted. We also understand the City is shifting from a calendar based plan for review of the document to updates driven by measurable triggers such as

⁴ Online Survey Engagement Summary, Draft, September 2020, page 8



Final Report

Official Community Plan Advisory Committee

population growth and greenhouse gas emissions. Circumstances can change rapidly – as the pandemic has shown – and so to be most relevant, City policies and actions must be keyed to underlying circumstances, not simply dates on a calendar. Further the City’s commitment to OCP impact analysis as part of every report to Council, and annual reviews of progress toward OCP objectives are critical mechanisms to ensure the OCP doesn’t become ‘just another report gathering dust on a shelf’.

CONCLUSIONS DRAWN BY THE OCP ADVISORY COMMITTEE

4.1 Strong Addition of City’s Set of Plans

In our opinion, the proposed OCP both complements and integrates existing plans and the City’s strategic priorities. As such, it is a strong platform from which to build future community change along all four Cardinal Directions.

4.2 Community Engagement Reasonable Under the Circumstances

Community engagement in this project, understandably, was less than ideal but more than adequate given the constraints imposed by the pandemic. As in most communities, there are segments of the community who are under-engaged in the process of defining the direction of the community, and this under-engagement was even more pronounced in this process. Future efforts to implement and later update this plan as well as developing other City change processes must reach out to, engage with and respond to these critical community members.

4.3 Full Cost Accounting

The City is to be complemented for requiring the financial, social and environmental implications (triple bottom line) of all reports brought to Council. However, the Advisory Committee believes it becoming increasingly vital that the City also recognize the cost of **NOT** doing something. For example, the financial costs to the City, the residents and the businesses associated with achieving its net zero greenhouse gas emissions target by 2050 might seem large in isolation. But the cost of not achieving this target would likely be far more for the world as a whole and our community.

4.4 Implementation Critical

While an updated OCP provides a clear context for future change within the city of Courtenay, a plan is just words on paper if it is not effectively implemented. Moreover, this proposed OCP is ambitious and it must be to achieve objectives such as the reduction in greenhouse gas emissions. Therefore, the City has to aggressively work to realize the vision in this plan and ensure the necessary resources are available to do so.

4.5 Community Education Will Be Critical

Achievement of the vision captured in this OCP (or even significant progress toward that realization) is a community-wide challenge. It requires engagement and action not only by the City of Courtenay, other levels of government, other local governments and the K’ómoks First Nation, but also by Courtenay residents and businesses! The City can only do so much on its own and in consultation with other



Final Report

Official Community Plan Advisory Committee

governments. The biggest determinant of success will likely be the extent to which the local community actively works to achieve this vision. Therefore, outreach to create awareness and acceptance will be vital. The City must implement many of the interactions originally planned for this process as soon as possible. In particular, face-to-face opportunities will be critical for residents and businesses to understand what they are being asked to change, why they are being asked, and to actively adopt these changes. Moreover, people learn in different ways, so this education/engagement must take many forms.

4.6 Potential for an OCP Implementation Advisory Committee

Given the importance of effective implementation of this OCP over its useful life, the City should avail itself of all opportunities to improve the likelihood of success. One such opportunity is to establish an OCP Implementation Advisory Committee. Its mandate could be similar to this committee's – namely:

- Provide general guidance on new policy proposals
- Assist in engaging key stakeholder groups
- Assist in informing the community about the OCP and its implementation and encourage participation
- Provide a citizen-based forum for monitoring the effectiveness of the implementation process.

RECOMMENDATIONS OF THE OCP-AC

5.1 The Advisory Committee **strongly supports the adoption** of the proposed Official Community Plan bylaw.

5.2 To make significant progress toward realizing the vision presented in the proposed OCP, the OCP-AC strongly recommends Council adopt an **aggressive implementation plan**.

5.3 With this new OCP, the City will have a clear focus for the future but community awareness of the City's plans developed through extensive community education and engagement will be critical. The Advisory Committee thus recommends the adoption of an **extensive community engagement strategy** with particular emphasis on engaging those most directly impacted by the plan.

5.4 The Advisory Committee also recommends the City begin to incorporate the associated **cost of not taking action** when considering adopting any new policy or plan.

5.5 While the proposed OCP includes a monitoring program with annual reports to Council, the Advisory Committee recommends that Council consider an on-going **Implementation Advisory Committee** to help with the community outreach and provide another avenue to ensure effective implementation.

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File: 6500-30/Courtenay OCP Review

April 5, 2022

Sent via email only: tsetta@courtenay.ca

Tatsuyuki Setta
Manager of Community and Sustainability Planning
The Corporation of the City of Courtenay
830 Cliffe Avenue
Courtenay BC V9N 2J7

Dear Mr. Setta:

Re: City of Courtenay Official Community Plan Referral to Comox Valley Regional District

Thank you for the opportunity to review and provide comments on City of Courtenay's draft Official Community Plan (OCP). This referral was circulated to internal departments for comments, and any comments received are summarized below.

Planning Services

Bylaw No. 120, being the "Comox Valley Regional District Regional Growth Strategy Bylaw No. 120, 2010" (RGS), was prepared in a partnership between the Comox Valley Regional District (CVRD), City of Courtenay, Town of Comox and Village of Cumberland. The RGS contains eight policy areas and growth management policies for different land designations. The City of Courtenay (the City) is designated within Municipal Areas, where the majority of growth should occur as these areas have services and infrastructure to support densification and intensification of development.

The linkage between RGS and municipal OCPs is through regional context statements within member municipal OCPs in accordance to Section 446 of *Local Government Act* (RSBC, 2015, c. 1). Section 447 outlines the required content of the regional context statements, such as the identification of the relationship between the OCP and matters covered in the RGS, and that the regional context statement must be consistent with the rest of the OCP.

City of Courtenay's draft OCP contains a Regional Context Statement section in the body, and a detailed analysis between RGS policies and OCP growth management and land use policies in Section APPXxxi. The Regional Context Statement lists the OCP principles that are directly relevant to RGS growth management policies, and states that the OCP aligns with the RGS vision and growth management policies. Courtenay's strategy is to strengthen existing neighbourhood nodes and corridors through intensifying various land uses, increasing investment in active and transit, and creating vibrant urban spaces.

In Section APPXxxi, the analysis between RGS policies and OCP land use policies demonstrates that the OCP policies are in alignment with the overall RGS eight policy areas and growth management policies.

With respect to the Arden Road Local Area Plan, which is part of the draft OCP, it is acknowledged that some of the parcels are currently in Electoral Area C, and are designated within Settlement Expansion Areas

(SEAs) by the RGS. The intent of this designation is for Municipal Areas, such as the City of Courtenay, to expand its boundary to include these areas.

MG Policy 1E-3 to MG Policy 1E-5 of the RGS contains boundary expansion policies between the CVRD and member municipalities in terms of water and sewer extensions, public health and environmental issues, and new development. It is noted that the draft OCP states that it does not identify any SEAs to be included into the City within the 10-year horizon of this plan. Nevertheless, if and when the City does decide to expand its boundary to lands designated within SEAs, the aforementioned RGS policies would apply.

Agricultural Policies

The Food Systems section and Development Permit Area No. 3 (Farm Protection) appear to be consistent with the RGS. Policy FS22 has an intention to create a “regional food security strategy,” which is mentioned in RGS Policy 6E-1, “Support the development of a coordinated regional food security strategy. This would include a review of existing policies and agricultural opportunities such as urban gardening, community orchards and community supported agriculture programs.”

It is recognized and appreciated that the City is striving to be consistent with the RGS objectives and policies concerning Food Systems. The proposed Farm Protection Development Permit Area will help implement the RGS policies under Objective 6-A, “Protect land for existing and future agriculture and associated activities and allow for the growth and expansion of such activities.” The CVRD looks forward to future collaboration on regional agricultural and food related initiatives.

Fire Services

CVRD is actively promoting FireSmart. The City is encouraged to implement FireSmart best practices in all of their new developments. This would include using non-combustible building materials and only planting vegetation that is non-combustible. Additional information can be found on FireSmartBC’s web site.

Comox Valley Emergency Program

The Comox Valley Emergency Program would like to ensure that they will be engaged in the high-level risk assessment to determine potential risks to Courtenay’s infrastructure and identify priority areas for adaptation interventions (Policy MI 1 on page 139).

Community Parks

The CVRD would like to be engaged as a key player when the City of Courtenay is creating a Biodiversity and Green Infrastructure Network Strategy, as listed as Action Item 10 in Appendix Xiii. Additionally, the City should consider the inclusion of a reference to working with regional partners on the development of a regional parks service. The potential for service establishment is being brought forward to the CVRD Board at the end of April 2022. This type of service could help the City achieve some of its park, greenway and conservation goals.

There are two land use comments:

1. Seal Bay Nature Park Extension

There is an opportunity to extend Seal Bay Nature Park into Courtenay’s northern corner and the forested lands northwest of Veterans Memorial Parkway. While these lands are currently set aside for future growth in the plan, they have high recreation and conservation value, particularly in combination with Seal Bay

Nature Park. Further, future growth will be challenging in these areas given that they are largely within the Agricultural Land Reserve.

2. Greenways

Connections between the greenways proposed in the draft OCP and existing and planned regional greenways are very good. However, it might be worth extending greenways within the City directly to all schools. Queneesh Elementary, in particular, could probably benefit from a stronger connection to the network, though all schools would benefit from these connections. Where these connections are not possible, sidewalk connections are an important alternative for all schools (e.g., GP Vanier Secondary). Safe connections will benefit students and local residents who access school grounds in evenings and on weekends.

Comox Valley Transit

There is a big focus on transportation, as it relates to climate action and public transit is a key part of this. The policies and objectives generally appear to support and prioritize transit and the City's targets (e.g., for greenhouse gas emissions) are going to require significant investment and collaboration.

In addition, the City may find it helpful to review the Comox Valley Mobility Primer completed last year. There are numerous recommendations in the primer with regards to sustainable and emerging transportation modes and how member municipalities can help achieve their goals around equity/ social inclusion, health and wellbeing, and climate action.

Comox Strathcona Waste Management Services

Comox Strathcona Waste Management Services (CSWM) staff provided comments on OCP objectives related to solid waste management, specifically Objectives MI2 and MI4 (Appendix A). Generally, their comments suggest means to achieve the stated targets of 90 per cent reduction of solid waste and net zero greenhouse gas emissions. Additionally, collected waste data from Comox Valley Waste Management Centre is provided to indicate which industry sectors should be targeted to increase their recycling and waste diversion efforts. Please refer to Appendix A for detailed comments.

If you have any questions related to this referral response, please contact Brian Chow, Planner II, at 250-334-6017 or bchow@comoxvalleyrd.ca. Thank you.

Sincerely,

T. Trieu

Ton Trieu, RPP, MCIP
Manager of Planning Services

/bc

Enclosure: Appendix A – CSWM Comments

Comox Strathcona Solid Waste Management Staff Comments on Courtenay's Draft Official Community Plan

The Official Community Plan process provides the City of Courtenay with an opportunity to move in a direction to significantly reduce the waste generated in their community, and to achieve their stated targets of 90 per cent reduction of solid waste and net zero greenhouse gas (GHG) emissions; however, it falls short on details and actions to achieve these stated goals.

To strengthen the ability for staff to create supporting policies, bylaws and increase dedicated resources to achieve these waste and GHG reduction goals, we suggest the following be considered for inclusion under Municipal Infrastructure.

Objective MI2:

- Continue to set good examples of waste reduction in the City's procurement practices, especially as it relates to replacement or renovation of municipal building assets, and waste collection vehicle emissions.
- Incorporate zero waste management and circular economy principles in the development of new buildings, landscapes, and neighbourhoods.

Objective MI4:

- Encourage the adaptive reuse of buildings and building materials through permitting and planning policies to help reduce construction waste generation.
- Facilitate waste diversion in multi-family residential, mixed-use commercial and strata building developments through design specifications for waste, recycling and organics storage amenities and supporting bylaws.

Waste brought to the Comox Valley Waste Management Centre for disposal, destined to consume landfill space and contribute to methane generation that is originating from businesses, residents and curbside collection in Courtenay was approximately 21,435 tonnes in 2021. The estimated breakdown of waste by origin is below:

- 55% Industrial, Commercial, Institutional (ICI) and Multi-Family Bins
- 25% Construction and Demolition Waste
- 19% Curbside Garbage Collected from Residents
- 1% Other

The largest impact that the City of Courtenay can have to support the Comox Strathcona Waste Management (CSWM) service and our Solid Waste Management Plan (SWMP) objectives, is in the implementation of bylaws and policies to support increased recycling and diversion at multi-residential buildings and ICI establishments. These waste origins are where the greatest gains can be made over the next 10 years.

By volume, wood waste is the most significant component of a home demolition project, often overlooked due to its light weight. Deconstruction, rather than traditional demolition can divert 38 per cent more wood waste, according to a Vancouver Economic Commission, and BCIT Sustainable Business Leadership report published July 2020¹. Wasted wood from demolition and

construction is also the highest contributor to GHG, or embodied carbon, based on the avoidance of new resource use, accounting for 49 per cent of CO₂e of construction and demolition waste².

Supporting deconstruction and house moving policies, as well as onsite sorting of waste streams during construction and demolition will further the goals of the CSWM SWMP, and align with existing material bans for recyclable materials from our regional landfill such as divertible wood waste, clean fill, divertible gypsum, metal and corrugated cardboard.

Looking beyond the successful roll out of the diversion of food waste from single family homes within the City of Courtenay, condos and apartment buildings need to be built to support the space required for proper indoor sorting of solid waste. Residents require a safe, clean, accessible, and adequately sized space where the convenience of participating in diversion programs matches or exceeds the convenience of disposal. This will require active planning in the development phase of new multi-family construction, which has been taken on by municipalities in the lower mainland.

We look forward to working alongside the City of Courtenay to achieve our common waste diversion targets, and GHG emission reductions.

¹The Business Case for Deconstruction, Economic and environmental impacts of a demolition-deconstruction shift in Metro Vancouver, Industry Whitepaper, July 2020. Vancouver Economic Commission, BCIT Sustainable Business Leadership and unbuilders.

²Watching our Waste: Executive Summary, A National Construction Waste Analysis in Canada Using LEED™ Certified Project Data. Light House. March 15, 2021



Agricultural Land Commission
201 – 4940 Canada Way
Burnaby, British Columbia V5G 4K6
Tel: 604 660-7000 | Fax: 604 660-7033

March 15, 2022

Reply to the attention of Shannon Lambie
ALC Planning Review: 46809

Nancy Gothard, Policy Planner
City of Courtenay
ngothard@courtenay.ca

DELIVERED ELECTRONICALLY

Re: City of Courtenay Official Community Plan

Thank you for forwarding a draft copy of the City of Courtenay's (the "City") Official Community Plan (the "Draft OCP") for review and comment by the Agricultural Land Commission (ALC). The following comments are provided to help ensure that the Draft OCP is consistent with the purposes of the *ALC Act*, the Agricultural Land Reserve (ALR) General Regulation, the ALR Use Regulation, and any decisions of the ALC.

The Draft OCP is a long-range plan that sets out the City's vision, goals and objectives through the next decade and beyond. ALC staff recognize and appreciate the extensive amount of research and engagement undertaken by the City in the preparation of the Draft OCP and provide the following comments for consideration.

Map B-1 Land Use Designations, pg. 51

ALC staff are seeking more information regarding Map B-1 *Land Use Designations* on page 51. It appears that PID: 029-568-005 (Property 1) and PID: 027-206-874 (Property 2) have been designated for "future growth". Parts of Property 1 and all of Property 2 are in the ALR. ALC staff understand that portions of these properties were excluded in 2004 as part of ALC Application 26004; however, ALC staff are unclear as to why the ALR portions of Property 1 and Property 2 have been designated for future growth.

It is the ALC's experience that the inclusion of ALR land into future growth areas raises expectations of land use change and signals to investors and landowners that the ALC supports potential changes to land use activities in the ALR, even if the ALC has explicitly expressed its non-support of the designation. Changes in landowner expectations may result in a decrease in agricultural investments, an increase in non-farm investment, and an increase in ALC applications for exclusion, subdivision and non-farm uses.

General Land Use Policies, pg. 57

1. *Parks, pathways, community gardens, and other recreation uses are permitted in all land use designations.*

S. 22 of the ALR Use Regulation permits passive recreation in the ALR; however many ancillary uses associated with parks, community gardens, and other recreation uses are considered non-farm uses and require an application. Pathways and trails in the ALR require a Transportation, Utility, or Recreational Trail Use application.

Agriculture, pg. 80

ALC staff appreciate the preservation-oriented policies detailed in the Agricultural Designation, in particular, 3. *Subdivision of ALR parcels is not supported*. Each year, the ALC receives a high volume of requests from property owners regarding subdivision of ALR lands, many of which do not align with the purpose of the Commission to protect the size, integrity, and continuity of the land base of the agricultural land reserve.

Food Systems, pg. 166

FS17. Amend the Zoning Bylaw to guide the location of buildings and structures, including agricultural structures, to maximize the agricultural potential of prime soil resources. This includes establishing maximum farm residential dwelling and footprint sizes

ALC staff are pleased to see this policy. Protecting prime agricultural land by locating structures on lower soil classes and limiting residential development through the implementation of a homeplate ensures the agricultural utility of a property will be maximized.

The ALC strives to provide a detailed response to all referrals affecting the ALR; however, you are advised that the lack of a specific response by the ALC to any draft provisions cannot in any way be construed as confirmation regarding the consistency of the submission with the ALCA, the Regulations, or any decisions of the Commission.

This response does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

If you have any questions about the above comments, please contact the undersigned at 236-468-2026 or by e-mail (shannon.lambie@gov.bc.ca).

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION



Shannon Lambie, Regional Planner

CC: Ministry of Agriculture – Attention: Reed Bailey (reed.bailey@gov.bc.ca)

46809m1

Gothard, Nancy

From: Waters, Michael <Michael.Waters@dfo-mpo.gc.ca>
Sent: Monday, March 14, 2022 9:50 AM
To: tsetta@courtenay.ac
Cc: Nutton, Byron; Potyrala, Mark; Gothard, Nancy
Subject: DFO Comments on Courtenay OCP Update
Attachments: Courtenay OCP referral request

Hello Tatsuyuki,

In reference to the attached email from Nancy Gothard from January 20th inviting me to comment on the Courtenay OCP update, I would like to thank you for the opportunity to get involved with this process. I think the updated OCP touches on some very important issues for fish and fish habitat and will hopefully help to protect and conserve fish and fish habitat in the region going forward. My comments are as follows:

1. Great to see that Sensitive ecosystems are identified in the Courtenay OCP and include freshwater creeks and rivers and their riparian zones, wetlands, low-lying floodplain and estuarine environments, and mature forests aged 60–100 years. It was also good to see riparian areas identified as contributing to flood protection.
2. Agree with NE2 on pg. 116 - The K'ómoks Estuary is 'kept living' (Q'waq'wala7owkw) and environmental, Indigenous, subsistence and recreational values are protected and restored
3. Agree with NE2 on pg. 119 - Use an ecosystem-based approach to watershed planning and management to preserve ecological health and the ongoing function of ecological processes that give rise to biodiversity and ecosystem services. Please include me on any future watershed management plans.
4. Agree with all objectives for NE2 for K'omoks Estuary - NE 10 Develop a shoreline revetment policy to conserve remaining natural shorelines, and restore armored shorelines with green shores approaches to the maximum extent possible. NE 11 Recognize and support K'ómoks First Nation sustainable aquaculture interests in accordance with the policies in this Plan. NE 12 Participate in regional K'ómoks Estuary management planning to support the objectives and policies of this Plan, in accordance with the policies within this Plan. Please include me on any future estuary management plan updates or developments.
5. Agree with NE 31 on pg. 124 - Establish a requirement within the Environmental Development Permit Area guidelines for a 30-metre setback from the stream boundary when conducting development on properties subject to the Riparian Areas Protection Regulations (RAPR), whenever opportunities for a 30-metre setback is possible
6. Agree with NE 32 on pg. 124 - Explore conducting an analysis to establish setbacks on streams subject to the Riparian Area Protection Regulation (RAPR), particularly for areas where a 30-metre setback cannot be achieved
7. Agree with the types of environmentally sensitive areas identified on pg. 205 - Freshwater aquatic ecosystems: Those natural systems that are either permanently or periodically under water. Water may be running, as in a river or stream or still, as in lakes and wetlands. This includes their riparian areas, specifically lands within 30 metres of the natural boundary of such ecosystems. These ecosystems may also be subject to provincial Riparian Areas Protection Regulation (RAPR). (Shown in Map D-5). Estuary and

marine shorelines: The waters and lands adjacent to the K'ómoks Estuary as well as the Courtenay River and including to the Condensory Bridge at Anderton Avenue and Condensory Road

8. Agree with all objectives on pg. 206: Protect areas of high biodiversity and ecological sensitivity within Courtenay including ground and surface water, shorelines, forests, wildlife and important wildlife habitats, ecosystem features and functions, and rare and endangered ecosystems, ecological communities and species. 2. Maintain ecosystem connectivity. 3. Restore and enhance previously degraded ecosystems. 4. Ensure that ecosystem protection and enhancement values are elevated and prioritized in the development design and review process, and specify where and how lands are developed around Environmentally Sensitive Areas. 5. Protect and enhance water quality and prevent contamination of water from land use and development activities. 6. Meet and generally exceed the Riparian Areas Protection Regulation (RAPR) requirements. 7. Provide comprehensive environmental protection guidelines that are scientifically rigorous, clear, and transparent to development applicants and the greater community

If there is any need or interest to pursue funding for restoring fish and fish habitat in the region please feel free to contact me and I can discuss what options there may be for grants and contributions funding from DFO and connect you with the appropriate DFO subject matter experts. Also, I would like to be included in any estuary or watershed management plan updates or developments so please connect with me if there is any way for me to get plugged into those processes. Please let me know if you have any further questions for me.

Cheers,

Mike

Mike Waters, R.P.Bio.

Senior Biologist

Integrated Planning - Coastal Area | Planification intégrée - Zone cotière

Fish and Fish Habitat Protection Program | Programme de protection du poisson et de son habitat

Fisheries and Oceans Canada | Pêches et Océans Canada

Pacific Region | Région du Pacifique

250-739-0814

Gothard, Nancy

From: Frank Voelker <fvoelker@telus.net>
Sent: Friday, March 18, 2022 3:32 PM
To: Gothard, Nancy
Cc: Setta, Tatsuyuki
Subject: Re: Reminder: Courtenay OCP referral request

Hello Nancy:

Kwiakah has no comments on the Courtenay OCP.

Kind regards,

Frank Voelker
Band Manager and
Economic Development Officer
Kwiakah First Nation
Phone: (250) 923-1556
Cell : (250) 203-5116
E-mail: fvoelker@telus.net or frankvoelker@kwiakah.com

To learn more about Kwiakah's efforts to "heal" our forests...
...visit, follow and befriend on [Facebook](#), [Twitter](#) and [Instagram](#)

From: Gothard, Nancy <ngothard@courtenay.ca>
Date: Friday, March 18, 2022 at 2:17 PM
To: 'kwiakah@telus.net' <'kwiakah@telus.net'>, 'fvoelker@telus.net' <'fvoelker@telus.net'>, 'frankvoelker@kwiakah.com' <'frankvoelker@kwiakah.com'>
Cc: Setta, Tatsuyuki <tsetta@courtenay.ca>
Subject: Reminder: Courtenay OCP referral request

Hello Chief Dick and Mr. Voelker,

This is a gentle reminder that the Courtenay draft Official Community Plan (OCP) consultation period is nearing conclusion. City of Courtenay staff are eager to discuss any thoughts that Kwiakah Nation may have about the proposed OCP.

The attached original letter indicates a March 21 requested deadline for feedback. We are happy to accommodate an extension to March 28 if that assists in your preparations. We are working off a tight timeline and appreciate your ability to work with our timelines. If you need more time, please let us know as soon as possible.

Note – as I am away between March 21-28, if you have any questions on this file, please liaise with Tats Setta, Manager of Community and Sustainability Planning. He is here cc'd and his contact info is in the attached letter.

Take care,

Nancy Gothard RPP, MCIP

Gothard, Nancy

From: Referrals <referrals@weiwaikum.ca>
Sent: Tuesday, March 8, 2022 12:38 PM
To: Gothard, Nancy
Cc: Setta, Tatsuyuki
Subject: RE: Courtenay OCP referral request

Hi Nancy

Thanks for the confirmation, and I can further note that the Nation has no comment on the OCP.

Courtney

From: Gothard, Nancy <ngotheid@courtenay.ca>
Sent: March 3, 2022 1:36 PM
To: Referrals <referrals@weiwaikum.ca>
Cc: Setta, Tatsuyuki <tsetta@courtenay.ca>
Subject: RE: Courtenay OCP referral request

Many thanks Courtney for ensuring we have the correct information.

I see in our records Tabitha Donkers also forwarded the letter on to this email address on January 20 2022. We'll make sure that the referrals@ email is used in the future.

Please do not hesitate to let us know if you have any questions or comments on the draft Courtenay Official Community Plan as per the letter sent.

Best wishes,

Nancy Gothard RPP, MCIP

Policy Planner, City of Courtenay

(she/her)

ngotheid@courtenay.ca

250 703 4831 *Limited work phone available for me at this time*

Did you know? The City is reviewing Courtenay's Official Community Plan that will inform how we as a community grow over the next 10 years. The pandemic is affecting the workplan but the work is continuing at present. Please learn more and sign up for the e-newsletter to stay up to date at: www.courtenay.ca/OCUpdate

General planning inquiries: planning@courtenay.ca / 250 703 4839

City Hall general number: 250 334 4441

830 Cliffe Ave | Courtenay, B.C. | V9N 2J7

www.courtenay.ca

From: Referrals [<mailto:referrals@weiwaikum.ca>]
Sent: Wednesday, February 23, 2022 3:28 PM
To: Gothard, Nancy
Cc: Setta, Tatsuyuki; Referrals
Subject: FW: Courtenay OCP referral request



K'ómoks First Nation

3320 Comox Road, Courtenay BC V9N 3P8 Tel: (250) 339-4545 Fax: (250) 339-7053

April 11th, 2022

City of Courtenay
830 Cliffe Avenue
Courtenay, BC
V9N 2J7

Re: City of Courtenay Official Community Plan-Official Referral

Attention: Chris Marshall, Director of Development Services- City of Courtenay

The K'ómoks First Nation is in receipt of the above-mentioned draft Courtenay Official Community Plan. This application is located within the K'ómoks statement of intent area; it is the interest of the K'ómoks Nation to respectfully maintain our rights and access to the resources throughout our territory.

The K'ómoks First Nation is in support of this draft Courtenay Official Community Plan, and we do not have any further comments at this time. Please note that this "Support" letter is specifically for this application and is without prejudice to any and all future consultation with our nation regarding other applications within the K'ómoks traditional territory.

Should you require any further information, please do not hesitate to contact our office.

Sincerely,

Nicole Rempel,
Chief Councillor

City of Courtenay Draft OCP Response

The Ministry of Forests, Lands, Natural Resource Operations and Rural Development West Coast Region has reviewed the draft OCP with an environmental and natural asset management lens. Overall, we support the policy themes/directions in the OCP. This document highlights those policy themes/directions and statements in the draft OCP that we **strongly support**. For select OCP policy statements, we recommend changes that would strengthen or improve the statements.

Policy Theme/Direction	Policy Statements Supported by MFLNRORD	Recommended Changes to Select Statements	OCP Section
Achieve net-zero emissions by 2050	Achieve a 45% reduction in community-wide GHG emissions (from 2016 level) by 2030 and net-zero emissions by 2050, through implementation of the OCP policies.		Part A, p. 20
Contain growth and use land efficiently	Mixing land uses to allow residents to live, work, shop, play, and learn close within a 10-minute walk, resulting in “10-minute neighbourhoods”.		Part B, p. 43
	Increase residential density to result in energy savings, more vibrant street life, larger proportion of trips by foot, bike, and transit; and, as a result, reduced greenhouse gas emissions.		Part B, p. 44
	Access to parks, natural areas is an important measure of how well urban form is meeting the needs of residents.		Part B, p. 45
	Growth node locations selected to protect Environmentally Sensitive Areas and maximize the potential for transit and walking supportive densities, and therefore lower greenhouse gas emissions.		Part B, p. 48–49
	<p>Land Use Objective LU1 The majority of community growth is strategically guided into growth centres to support more 10-minute neighbourhoods</p> <ul style="list-style-type: none"> ○ Policy LU 1 Allocate all growth in a manner generally consistent with Map B-1: Land Use Designation Map, to move Courtenay toward its 2050 net zero greenhouse gas emissions target and support a compact urban form that, among the other listed outcomes, achieves higher density and mixed uses in growth centres and eliminates pressure on natural areas. ○ Policy LU 7 Support small-scale neighbourhood-serving commercial uses such as local cafés, corner stores, and grocers in every neighbourhood outside of growth centres. 	<ul style="list-style-type: none"> • Strengthen Objective LU1 wording: “support more” → “create” • Strengthen Policy LU 1 wording: “move Courtenay toward its 2050 net zero greenhouse gas emissions target” → “meet Courtenay’s 2050 net zero greenhouse gas emissions target” 	Part B, p. 53–54
	Objective LU5 New growth is restricted to the existing city boundary.		Part B, p. 56
	Consider and study the option of eliminating off-street vehicular parking requirements throughout the downtown.		Part B, p. 61
	<p>Future Growth Policies 2–4:</p> <ol style="list-style-type: none"> 2. Rezoning is not supported within Future Growth lands until such time as a comprehensive community-wide OCP review. 3. Future consideration of urban development within the Future Growth areas will require that Local Area Plans be first developed to provide a comprehensive plan for land uses, environmental protection, and servicing. 4. Conduct detailed land use planning prior to designating these lands for urban development, to determine future community and market needs including access, servicing, and environmental protection in the South Courtenay area. 		Part B, p. 80
Protect floodplain integrity and	<p>Floodplain Policies 1–8, in particular:</p> <ol style="list-style-type: none"> 1. Minimizing new development within the floodplains. 	Strengthen Floodplain Policy 1 and 7 wording: rather than “avoid” or	Part B, p. 84

develop flood management strategy	<ol style="list-style-type: none"> 2. Respect foreshore sediment and flow processes through the prevention of hard shoreline development solutions, and using green approaches. 3. Develop and implement the Flood Management Strategy to minimize the safety risk, property damage, and environmental impacts associated with flooding. 4. Develop a long-term strategy for managed retreat from vulnerable areas. 5. Update the Floodplain Management Bylaw to ensure that it reflects the most recently available data and regulatory context. 	“discourage” new development within floodplains → “prohibit” or “no new” development within floodplains “unless they meet flood construction standards or can be temporarily retreated during flood events”	
Greener transportation networks	<p>Streets and Transportation Objectives ST1–ST8 and associated policies, in particular:</p> <ul style="list-style-type: none"> ○ ST 11 Review current practice of on-street parking space to identify opportunities for active transportation, green infrastructure. ○ ST 12b Increased sidewalk widths including opportunities for green infrastructure such as rain gardens and street trees. ○ ST 13 Create an electric vehicle (EV) public charging network plan to ensure that public electric vehicle (including electric bike) charging and parking facilities are conveniently distributed throughout the city. ○ 15b Reduced vehicle parking space requirements in all land uses, including no parking requirements in some areas. ○ ST 18 Require all multi-modal transportation networks within developments to be designated as “highway” instead of linear parks and not as part of 5% park dedication (where required), except where the multi-modal network is located within a significant green space that offers park values. 	In Policy ST 13, remove “are keeping pace with demand”, because this may be construed to mean that the city’s construction of an EV public charging network will be reactive rather than proactive (i.e., based on current EV usage rather than the city’s EV usage target). A large barrier to <i>increasing</i> EV demand/adoption is the absence of infrastructure and the purchaser’s perception that an EV is not a viable option due to a lack of public charging networks.	Part C, p. 94–100
Greener buildings	<ul style="list-style-type: none"> ● By 2025 at the latest, all new Part 3 and Part 9 buildings are constructed to net-zero GHG emissions standards. ● To decrease the urban heat island effect, better manage stormwater, and promote biodiversity, all new Part 3 buildings have at least partial green roof coverage, According to Table C-1. 		Part C, p. 105
	<p>Building and Landscape Objectives BL1–BL3, BL5, BL6 and associated policies, in particular:</p> <ul style="list-style-type: none"> ○ BL 2 Build all new municipal buildings to high energy efficiency and net-zero emission standards and follow integrated Development Permit Area (DPA) guidelines for form and character, and energy and water conservation. This means that 100% of energy demand will be met through electrical means. Combustion heating and electrical systems including oil, natural gas, and wood are not permitted. Opportunities to include green roofs, renewable energy generation, low-impact rainwater management and biodiverse landscaping will be prioritized in design options. ○ BL 9 Establish DPA guidelines for the purposes of energy and water conservation for buildings subject to a Development Permit and encourage all new buildings to exceed energy, emission, and water conservation targets. ○ BL 10 Prohibit the installation of wood burning devices in new buildings. ○ BL 14 Establish and promote incentive program such as rebates or financing mechanisms to support decarbonizing and energy efficiency in existing buildings. 	<ul style="list-style-type: none"> ● Strengthen Policy BL 2 wording: “Opportunities to include green roofs, renewable energy generation...” → “Include green roofs, renewable energy generation, low-impact rainwater management and biodiverse landscaping in all new municipal buildings wherever possible”. The City should lead by example and the OCP requires new Part 3 private buildings to do this. ● Strengthen Policy BL 17 wording: “Consider updates of the” → “Update the” 	Part C, p. 106–108

	<ul style="list-style-type: none"> ○ BL 15 Establish and promote incentive program such as rebates and information audits to support water efficiency in existing buildings. ○ BL 16 Prioritize building permits for renovations that result in higher energy and emissions performance than minimum standards. ○ BL 17 Consider updates of the energy and water efficiency DPA guidelines outside of regular OCP review cycles to support emerging best practices. 		
Protect the natural environment	<p>Shoreline Policies 1–2:</p> <ol style="list-style-type: none"> 1. Limit public marinas and boat launches, with an emphasis on prioritizing environmental protection and passive recreation. 2. Adopt green shores policies for shorelines as described in the Floodplain and Natural Environment sections of this Plan. 		Part B, p. 81
	<p>Natural Environment Objectives NE1–NE6 and all associated policies, in particular:</p> <ul style="list-style-type: none"> ○ NE 1 Preserve sensitive ecosystem areas and the connections between them in a natural condition to the maximum extent possible. ○ NE 2 Use an ecosystem-based approach to watershed planning and management to preserve ecological health and the ongoing function of ecological processes that give rise to biodiversity and ecosystem services. ○ NE 3 Establish ecosystem connectivity corridors to preserve and restore long-term connectivity between sensitive ecosystems. ○ NE 17 Reduce the volume of stormwater runoff through infiltration, retention, and detention. ○ NE 23 Continue to integrate City trees, forests, and green infrastructure into asset management planning, including budgeting, policy development, and staff resourcing. ○ NE 26 Ensure connectivity of properties and landscapes to support ecosystem processes. This includes incorporating considerations such as wildlife movement and historical hydrological patterns into the development proposal. ○ NE 27 Enact Zoning Bylaw requirements to avoid impact to sensitive ecosystems, in particular: <ul style="list-style-type: none"> a. cluster housing zones to allow for a tighter grouping of homes on the most buildable portions of the property in exchange for retaining larger portions of the land in a natural state b. density bonusing in exchange for increased nature protection or restoration c. limiting the extent of impervious surfaces ○ NE 31 Establish a requirement within the Environmental DPA guidelines for a 30-metre setback from the stream boundary when conducting development on properties subject to the RAPR, whenever opportunities for a 30-metre setback is possible. ○ NE 33 Require as part of the development permit process the submission of securities to ensure the completion of landscaping and environmental rehabilitation, or to address damage to the environment caused by development activity. ○ NE 38 Work in partnership on the development and delivery of robust public education campaigns to promote a local culture of nature conservation, 	<ul style="list-style-type: none"> ● NE 2 and NE 3 – Add statement “Integrate ecological corridors into zoning bylaw”. ● NE 29 should apply to any forested/undisturbed parcel, regardless of size, as well as to agricultural land that is to be converted to urban development. Wetlands, streams, species at risk may be found on properties less than 4,000 m² in size. ● NE 31 – Broaden this requirement so that a 30 m setback is required on any stream, lake, wetland, whenever possible (not just on those where RAPR applies). A limitation of the RAPR is that it only applies to fish-bearing waters or waters that drain into fish-bearing waters. It does not apply to all waterbodies and is not designed to protect non-fish wildlife, biodiversity, or mitigate the impacts of climate change. Requiring a 30 m setback on any waterbody, whenever possible, will better protect non-fish wildlife from harm (harm to wildlife is prohibited by the BC <i>Wildlife Act</i>), and will help mitigate climate change, including controlling flooding and hydrological effects of drought. ● NE 32 is confusing, and the meaning is unclear. Would 	Part C, p. 119–125

	restoration, and stewardship. Opportunities on private land should include, but not be limited to, invasive species management, tree planting and care, pesticides, bio-diverse and watershed sensitive landscaping.	recommend removing since NE 31 appears to cover this topic. <ul style="list-style-type: none"> NE 38 – Add statement “native species gardening” to list of private land opportunities. 	
	<p>Parks and Recreation Objectives PR1, PR3, PR4, PR5 and associated policies, in particular:</p> <ul style="list-style-type: none"> PR 20 Reclaim underutilized land within road right of ways to achieve a greater balance between the pedestrian and vehicular realm on streets identified as part of the pedestrian, cycling, and greenway network. Animate these streets with park elements such as trees, ornamental plantings, community gardens, seating areas, small-scale play equipment and other amenities. PR 24d Planting of local and climate-adapted species, and the restoration of local habitats in park spaces. PR 25 Protect sensitive ecosystems and ecological functions within City parks. PR 27b Working with neighbouring jurisdictions to explore regional greenway connectivity opportunities. 	PR 20 should include mention of planting native species (not just ornamental plantings) to animate streets. Native plants provide immense benefits to native insects, birds and other wildlife while also being low maintenance due to their adaptation to the local environment.	Part C, p. 129–135
Greener municipal infrastructure	<p>Municipal Infrastructure Objectives MI1–MI5 and associated policies, in particular:</p> <ul style="list-style-type: none"> MI 1b Establish a program of climate change adaptation measures to implement on local and regional infrastructure, according to the priority established in risk and vulnerability assessments. MI 3 Utilize ecological services provided by natural systems wherever practical. This means applying and integrating natural capital in the City’s Asset Management Plan. MI 14 Consider watershed health objectives at the outset of all sub-area land use planning processes to ensure land use and infrastructure policies support improved watershed health. MI 22 Discourage the use of fossil fuel energy including natural gas in all development applications. 	Strengthen Policy MI 22: “discourage the use of fossil fuel” → “prohibit”, or, at minimum, specify a phase out timeline. In BL 2, the municipal government commits to no further use of fossil fuels in new municipal buildings and so we would require developers to do the same. Otherwise, developers will likely ignore this suggestion and the cost to upgrade infrastructure (not including costs arising from continued emissions) will fall on the public, not the private developer.	Part C, p. 139–143
Include natural assets in asset management	Natural assets will be recognized as powerful allies in climate action and essential to citizen quality of life and will therefore be protected, reclaimed, and expanded.		Part A, p. 25
	NE 23 Continue to integrate City trees, forests, and green infrastructure into asset management planning, including budgeting, policy development, and staff resourcing.		Part C, p. 123
	<ul style="list-style-type: none"> MI 2 Make infrastructure planning, investment and operations and maintenance decisions with a long-term life-cycle full cost accounting asset management perspective for the design, maintenance, and renewal of infrastructure and utilities, including natural assets. MI 3 Utilize ecological services provided by natural systems wherever practical. This means applying and integrating natural capital in the City’s Asset Management Plan to recognize the role of ecosystem services, ecological assets, and provide for their maintenance and regular support alongside traditional 		Part C, p. 140

	<p>capital assets. This includes reclamation and restoration of degraded natural assets.</p> <ul style="list-style-type: none"> MI 7 Support senior government regulations to allow natural assets in public service accounting frameworks. 		
Expand Environmental Development Permit Areas and strengthen zoning bylaws	<p>DPA 4 – Environmental, the categories of Environmentally Sensitive Areas, and objectives 1–7. We strongly support the categories of Environmentally Sensitive Areas included in this Environmental DPA and the minimum 30 m setback.</p>	<ul style="list-style-type: none"> DPA 4 should apply to any forested/unaltered parcel, regardless of size, as well as to agricultural land that is to be converted to urban development, because wetlands, streams, species at risk, and other wildlife protected under the BC <i>Wildlife Act</i> or federal <i>Species at Risk Act</i> may be found on properties less than 4,000 m² in size. MFLNRORD and <i>Develop with Care</i> request an environmental impact assessment before an unaltered parcel can be developed. As stated above in relation to NE 31, we recommend requiring a 30 m setback around any stream, lake, wetland, whenever possible (not just on those where RAPR applies). RAPR is designed to protect fish, not other wildlife or biodiversity. We must also manage the land to protect non-fish riparian zone-dependent wildlife from harm, in accordance with the BC <i>Wildlife Act</i>, and to mitigate effects of climate change on aquatic resources. 	Part D, p. 205–206, Maps D-4, D-5
Monitor performance	<p>Develop a monitoring plan to monitor OCP implementation and efficacy, which must identify indicators, metrics, and targets, and produce an annual performance monitoring report.</p>		Part D, p. 184



March 28, 2022

By email: tsetta@courtenay.ca

Tatsuyuki Setta
Manager of Community & Sustainability Planning
City of Courtenay

Dear Tatsuyuki Setta,

We were notified that the development community is asking the city for justification that a stream needs a 30 m setback, as per the city's proposed Environmental Development Permit Area (DPA). We strongly support the DPA and recommend that it be broadened so that, whenever possible, a 30 m setback is required on any "stream" as defined by the BC *Water Sustainability Act* (WSA), not just where the Riparian Areas Protection Regulation (RAPR) applies. We provided a brief rationale for this recommendation in our OCP response document, but the purpose of this letter is to expand on why a minimum 30 m setback should be required.

Over the last decade, peer-reviewed research on the efficacy of riparian buffers has increasingly demonstrated that a minimum 30 m riparian buffer is required to preserve aquatic habitat condition. Most of this research focuses on forestry related impacts, but the management implications are equally if not more applicable to urban riparian buffer sizes since land conversion to impervious cover has severe effects on landscape and watershed hydrology (e.g., Bronstert et al. 2002, Shi et al. 2007) and additionally increases loading of non-point source pollutants to aquatic systems (Morse et al. 2018, Plewes et al. 2018). Even along small streams <3 m wide in BC and Europe, 30 m wide reserve zone buffers are required in forestry to ensure that relative air humidity, air temperature and canopy openness remain at similar levels as in unlogged sites (e.g., Oldén et al. 2019, Kuglerová et al. 2020). Buffers of 15 m along streams <4 m wide are not enough to maintain windthrow to a natural background level or to prevent microclimatic changes (Oldén et al. 2019, Mäenpää et al. 2020). In 2014, a review of 18 papers that examined the relationship between buffer width and stream temperature concluded that buffers ≥ 30 m were necessary to protect stream temperatures (Sweeney and Newbold 2014) and more recent analyses continue to support this. For example, modeling of harvest strategies in an Oregon watershed dominated by Douglas-fir found that a minimum buffer of 30 m around streams <4 m wide was necessary to prevent stream temperature change in exceedance of the amount permissible by the state (Groom et al. 2018).

While many hydrologic and geomorphic functions of a riparian forest can be maintained along small (<3 m wide) tributaries with a 30 m buffer, far greater than 30 m is required to protect larger streams. Having a highly fragmented surrounding landscape (Mäenpää et al. 2020), and increasing amount of forest loss—and, by extension, impervious cover—as a percentage of the sub-basin and watershed (Tschaplinski and Pike 2010) increase risk to stream habitat condition for a given buffer size. So, too, does increasing slope, a southern aspect, and changes in tree species composition and density (Ross et al. 2019). Beyond these watershed and landscape level factors, climate change will increasingly exacerbate the effects of riparian forest loss and necessitate more conservative riparian buffers to equivalently mediate effects on stream condition. Climate modeling for eastern Vancouver Island indicates that in the next 50 years annual precipitation will become concentrated during winter, resulting in more severe storms and runoff events, and total watershed low flow (June to September) yields will decline sharply, in some watersheds by 60% (e.g., Butler et al. 2014).

The RAPR presently allows for buffers smaller than 30 m, but if a minimum 30 m setback were maintained, the regulation would not be triggered, and developers could avoid the need for RAPR assessments. Further, the RAPR is not the only relevant legislation to consider when setting setbacks and so applying setbacks only where RAPR applies is problematic. RAPR does not apply to all waterbodies and is not designed to protect non-fish wildlife. The WSA and *Wildlife Act* also apply. The WSA applies to all “streams” (e.g., stream, lake, wetland) and it prohibits any unauthorized work or activity, regardless of location, that changes the nature of a stream. As discussed in the preceding paragraphs, removing riparian forest within 30 m of a stream frequently changes the nature of the stream.

The BC *Wildlife Act* (and *Species at Risk Act*, where applicable) prohibits harm to wildlife, not just fish, and since terrestrial habitats surrounding waterbodies are also essential to sustaining the life processes of semiaquatic species, including mammals, birds, reptiles, and amphibians, we must also set setbacks with consideration for these species. When it comes to maintaining biodiversity, riparian buffers around aquatic habitats need to be much larger (Semlitsch and Bodie 2003, Kuglerová et al. 2020). For example, a data synthesis on the use of terrestrial habitats by 65 species of amphibians and reptiles associated with wetlands revealed that the core terrestrial habitat for amphibians and reptiles ranged from 127 to 290 m from the edge of the aquatic site (Semlitsch and Bodie 2003). This is the terrestrial habitat required for feeding, overwintering, and nesting. Not all land activities around aquatic habitats must be excluded, but it is important that we recognize that both aquatic and adjacent riparian/terrestrial habitats are required by semi-aquatic wildlife.

We understand that developers have indicated to the city that they feel riparian buffer size should be left to their contracted RPBio to determine. This argument is concerning for two reasons. First, in our experience, developers typically do not adhere to setback sizes unless there is regulation that requires it. As evidence, we rarely see RPBios adhere to the provincial policy outlined in *Develop with Care: Environmental Guidelines for Urban and Rural Land Development* to maintain a minimum buffer size of 30–150 m around streams and wetlands to protect wildlife such as amphibians. Consider also how developers’ RPBios typically regard the WSA. When both RAPR and WSA apply, meeting the RAPR is typically taken by the province as sufficient to meet WSA in terms of riparian forest retention. But, along waterbodies where RAPR does not apply, RPBios working for developers regularly argue that smaller riparian buffers will be adequate than would have been required by RAPR. Riparian forest removal around a stream without fish is not less likely to impact stream condition than it would around a stream used by fish, but the difference is that unlike RAPR, the WSA does not *mandate* specific riparian buffer widths. Again, developers will be unlikely to leave a 30 m setback unless it is codified in city bylaw. The second reason the developers’ argument is concerning is that, even where regulation does exist, compliance is a concern. The reason the province continues to review RAPR assessments for compliance with RAPR before a development can proceed is that RPBio non-compliance with RAPR remains an issue.

In sum, peer-reviewed evidence and regulatory experience indicate that if the City of Courtenay hopes to meet its stated aims to mitigate climate change, preserve biodiversity, and build a more sustainable and livable city, it should not relinquish regulatory control over setback size to developers and their contractors. We reiterate that we strongly support the environmental DPA described in the draft OCP and we encourage the city to expand, not pull back, the proposed setback requirement so that it applies to any stream, lake, wetland, whenever possible (not just where RAPR applies). Requiring a 30 m setback on any waterbody, whenever possible, will better meet the intent of the WSA, protect non-fish wildlife from harm as per the BC *Wildlife Act*, and will combat more frequent and severe drought and floods with climate change.

Thank you again for the opportunity to provide comment,

A handwritten signature in black ink that reads "SORegan". The letters are cursive and connected, with a stylized 'S' and 'O'.

Sacha O'Regan, MSc, RPBio
Ecosystems Biologist, MFLNRORD

cc Nancy Gothard, Policy Planner, City of Courtenay
Jesse Patterson, Ecosystems Section Head, MFLNRORD
Lyndsey Smith, Coastal Douglas-fir Conservation Partnership

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Gothard, Nancy

From: Kelly, Brendan TRAN:EX <Brendan.Kelly@gov.bc.ca>
Sent: Tuesday, March 22, 2022 10:07 AM
To: Gothard, Nancy
Cc: Setta, Tatsuyuki
Subject: RE: Courtenay OCP referral request

Hi Nancy,

Thank you for the opportunity to review the Draft OCP. The Ministry of Transportation and Infrastructure has no objections to the proposed OCP Amendment.

Regards,

Brendan Kelly
Senior Development Services Officer
Ministry of Transportation and Infrastructure
Vancouver Island District
250-331-9903

From: Gothard, Nancy <ngotheid@courtenay.ca>
Sent: January 20, 2022 9:29 AM
To: Kelly, Brendan TRAN:EX <Brendan.Kelly@gov.bc.ca>
Cc: McCrae, Stacy TRAN:EX <Stacy.McCrae@gov.bc.ca>; Setta, Tatsuyuki <tsetta@courtenay.ca>
Subject: Courtenay OCP referral request

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hi Brendan,

Please find attached a formal invitation for MoTI to provide feedback on the City of Courtenay Official Community Plan.

Best wishes,

Nancy Gothard *RPP, MCIP*
Policy Planner, City of Courtenay
(she/her)

I respectfully acknowledge that I live, work and play on the Unceded traditional territory of the K'ómoks First Nation.

Did you know? Courtenay's Draft Official Community Plan is NOW available for public review. Please learn more and sign up for the e-newsletter to stay up to date at: www.courtenay.ca/OCPUupdate.

Tel. 250 703 4831, ngotheid@courtenay.ca
General planning inquiries may be sent to: planning@courtenay.ca

City Hall general number: 250 334 4441

March 31, 2022

Nancy Gothard
Policy Planner, City of Courtenay
830 Cliffe Avenue
Courtenay, BC V9N 2J7
Email: ngotheid@courtenay.ca

Dear Nancy Gothard:

Review – City of Courtenay Official Community Plan Update

Thank you for the opportunity for Island Health to comment on the City of Courtenay's Official Community Plan (OCP). Health Protection staff and I have reviewed and we want to congratulate you on a very good OCP that considers many aspects of a healthy neighbourhood design which will result in healthy community outcomes. Island Health appreciates the opportunity to provide evidence-based comments for this OCP. Highlights, considerations and recommendations from the healthy built environment as well as the regulatory perspective are included below.

Healthy Neighbourhood Design

Healthy neighbourhood design has significant positive impacts on the health of its residents. Compact well-connected and complete neighbourhoods which incorporate design in which people feel safe allows for the health choice, to be the easy choice (i.e. walking verses driving).

- Land Use policy 2 prioritizes growth in primary and secondary growth centres for more compact communities.
- Land Use policy 18 will limit boundary extension for new growth to reduce urban sprawl and car dependent neighbourhoods.
- Land User policy 4, Urban Residential policy 2 and Downtown Policy 1 and 3 support higher density growth and multi-residential dwellings along existing transit networks to promote active transportation options. These policies will help promote densification and mixed land use.
- Land Use policy 3 and Urban Residential Policy 1 supporting infill housing which lessens the negative impacts of sprawl.
- General Land Use policy 1 and Parks and Recreation policy 3 allows parks, pathways, community gardens and recreation use in all land use designation and strives for a maximum 10-minute walk distance from all residences. This increases the opportunities for active transportation opportunities and opportunities to spend time in natural spaces.
- Urban Residential policy 5 and Street and Transportation policy 10 supports gathering spaces such as schools, supplements public spaces to allow more places for gathering i.e. plazas, pedestrian-only streets, patios, pop-up parks and promotes distinctive character designations for core downtown streets that serve to increase social connection opportunities such as food festivals, markets, public seating and meeting places. The provision of gathering spaces cultural and educational opportunities provides a place for social interactions and to develop a sense of

belonging to the community.

Healthy Transportation

We recognize and support the vital importance of active transportation (AT). Creating an AT network that is connected through designated pathways and is viewed by the residents as safe, is key in its use. Every opportunity to have separated and designated active transportation routes is preferred.

- Town Centre and Urban Corridor policy 3, Street and Transportation Policies 4, 5 and 17 prioritizes pedestrian urban design and improves active transportation network connections
- Street and Transportation policy 9 and 22 supports uptake of electric bike through partnership and incentive programs.
- Street and Transportation Policy 6 and 12 prioritizes actions that promote active transportation and shared use and accessibility, which aligns with Vision Zero principals.

Healthy Natural Environment

Natural environments sustain the essential elements we need to live and provide space for recreation; physical activity and can help promote better mental health. Adding green cover and protecting natural spaces can also provide cooling and shading, clean the air, and prevent flooding. Taking action to mitigate climate impacts also support better health outcomes for the population.

- Downtown policy 9, Parks and Recreation policy 1 promotes and preserves improved physical and visual connections to natural spaces and places.
- Natural Environment policies 13 and 14 and Building and Landscape policy 10 aims to meet BC Air Quality Objectives for PM_{2.5} by reducing sources of airborne fine particulate matter and prohibiting open burning within city boundaries and by prohibiting the installation of wood burning devices in new buildings. Further opportunities exist to promote the replacement of existing wood burning devices with cleaner methods of heating as well as wood burning device maintenance bylaws.
- Natural Environment policies 21 and 22 plan for annual tree planting targets, and regulate tree removal and replacement. Mature trees can create a canopy to mitigate the impacts of extreme heat and although a complex relationship, can play a role in reducing the impacts of flooding.

Healthy Food Systems

Healthy food systems support population health by maintaining equitable access to affordable, safe nutritious and culturally appropriate foods. These policies will help enrich the local food knowledge base, preserve food source that can increase amount of local food production and help improve health outcomes, as people gain access to healthy local grown food.

- Land Use Policy 5, General Land Use Policies 5, 6 and 7, Agricultural Policies 1 and 3, and Food Systems Policies 1 and 10 limits and discourages development of and promotes the protection of the agricultural land reserves.
- Land Use Policy 7, Urban Residential Policy 3, and Food System Policy 1 support small-scale neighborhood commercial use such as grocers and farmers markets to increase convenience and access to healthy food options to residents.
- Food Systems Policies 2, 5 and 21 seeks to secure a year round farmers market site, plan for location of “food precinct” that promotes local food production, and supports the establishment

of a regional food hub. Greater availability of locally produced fruits and vegetables may result in an increased consumption of these healthier food choices.

- Food Systems Policies 7, 8, 9, 11 and 12 encourage the development and expansion of small scale and agricultural production spaces and sustainable urban farming.
- Food Systems Policies 13 and 14 support educational programming on urban agriculture, traditional indigenous food practices, environmental stewardship and food security, and seek to identify and protect lands and waters supporting gathering, harvesting, preserving and eating of traditional foods.

Healthy Housing

Access to good quality housing relates to an increased sense of safety, greater social well-being and improved quality of life. We recognize and support actions, which promote housing for all including those who may not be able to afford “affordable” housing. We advocate a holistic approach for more supportive and transitional housing throughout the community and not solely sited in “designated areas”.

- Affordable Housing Policies 5, 7, 9, 16, 17 and 19 provide specific strategies to address housing affordability issues and provide options to increase capacity for affordable housing sites.
- Urban Residential Policy 6 and Affordable housing Policy 10 support development of secondary residences and seeks to permit two dwelling units per single residential lots if serviced by the community sewer system. Increasing density for properties served by onsite sewage disposal have different considerations.
- Social Infrastructure Policy 4 promotes a comprehensive approach to universal accessibility is routinely considered in development of municipal plans and policies, built environment design, programs and services. Encourages universal design of all housing for accessibility to people with disabilities and for older people

Regulatory Considerations

Drinking Water

- Recent upgrades to the Comox Valley Regional District’s water treatment plant have brought the bulk water supplier into compliance with current Ministry of Health and Island Health regulatory expectations. Continue to work with the local Drinking Water Officer

Sewerage Disposal and Subdivision

- Policy 3.2.2: discourages extensions of municipal services beyond the UCB, ensuring growth in areas that are serviced by sewage infrastructure. Island Health is in support of limiting development to areas currently serviced by municipal sewage. Where land development involves the creation of lots serviced by onsite sewage disposal Island Health’s *Subdivision Standards* will be applied.

Mixed Use Areas and Home-based Businesses

- The OCP promotes home-based businesses and opportunities for farmer’s markets. Island Health supports the promotion of healthy food options such as markets. To ensure food safety all food premises must meet the provision of the *Food Premises Regulation*, the *Guidelines for the Sale of Foods at Temporary Markets* or any other applicable legislation.

Recommendations

Climate Adaptation

The health impacts of climate change disproportionately affect the most vulnerable populations and continued efforts are required to build reliance within the community and supports for those most at risk.

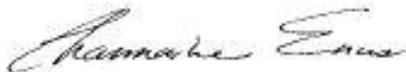
- The Heritage Neighbourhoods policies protect and preserve mature trees. Island Health recommends prioritizing the retention of all mature trees and the natural landscape in all land use designations.
- The OCP addresses climate change in the region and will work towards achieving carbon neutrality, reduce energy consumption and emissions, and create energy efficient complete, compact communities through shifts in transportation system planning, infill developments, increasing the urban tree canopy.
- Additional consideration for the provision of emergency shelters to support local residents during times of emergency weather events that necessitate the need for cooling, warming or evacuation spaces.
- With the shift to a cleaner hydroelectric power, consider conducting an electric energy studies to ensure adequate electric capacity on grid to support increase demand in electric power.

Social Determinants of Health

The plan considers the social determinants of health (SDH) and strives to build policies that consider health as it will aim to reduce inequalities and build inclusive communities through food security policies, affordable housing and health and social well-being strategies, and thoughtful growth management initiatives that considers all ages, abilities, and social equities. This matters now, and is essential as we move into the pandemic recovery stage. Community wellbeing is a cardinal direction of the OCP and thus focusing on how recovery efforts bolster and improve the social determinants of the entire population but especially that of children, youth and young families.

- Continue to support, promote and facilitate the siting and developed of supportive and transitional housing throughout the community rather than only in designated areas.
- Prioritize designated and separated active transportation options to promote this option as a safe and viable alternative to driving.
- Focussed pandemic recovery planning and implementation of programs and strategies that improves social connectedness, physical health and mental health wellbeing of children, youth and young families. Community joy.

Yours in health,



Charmaine Enns, MD, MHSc, FRCPC
Medical Health Officer

Cc: Nancy Clements
Charlene Mackinnon



Comox Valley Schools

A Community of Learners

INNOVATIVE • INQUISITIVE • INCLUSIVE

Comox Valley Schools

School District No. 71
Office of the Secretary-Treasurer

607 Cumberland Road
Courtenay, B.C. V9N 7G5
Fax (250) 334 5552
Telephone (250) 334 5500

VIA E-MAIL ONLY: cmarshall@courtenay.ca

March 24, 2022

Chris Marshall, Director of Development Services
The Corporation of the City of Courtenay
830 Cliffe Avenue
Courtenay, BC
V9N 2J7

RE: City of Courtenay Draft Official Community Plan – Official Referral

Dear Mr. Marshall,

Thank you for your letter dated January 20th, 2022, requesting our feedback on the draft Courtenay Official Community Plan. We appreciate the extension to allow School District #71 to providing comments on the draft OCP.

Overall, the District noted multiple references within the draft OCP where schools and the district are central to City plans, policies, and initiatives. SD#71 welcomes to opportunity to strengthen the liaison relationship between the City of Courtenay and the District as noted within the Implementation Action Plan - Page 212:

6	Explore and establish a partnership approach with School District 71 (SD71) on topics of mutual interest such as active school travel planning, community schools, shared facilities, climate action and reconciliation.	City of Courtenay has a strong working relationship with SD71 to advance topics of mutual interest.	Development Services; Engineering Services; Public Works Services. <i>Partnership Potential:</i> SD71	i. Part C – ST 1.4 ii. Part C – PR 1.12; PR 5.1 iii. Part C – SI 4.4 iv. Part C – ACH 6.2
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The District believes that both our public service organizations would be well served by regular meetings between our elected officials and staff. More in-depth discussions are necessary in order to provide specific feedback on the OCP concepts of Active Travel, Parks & Recreation, Community Use of School Facilities, Social Infrastructure, Arts & Culture, and Implementation.

Timely information from the City is crucial for District planning purposes and our advocacy to the Ministry of Education and Capital Branch for new or expansion school projects. For example, should the City update the Part A "Courtenay at a Glance" with the 2021 Census data that would be very useful information for the District.

The district has some specific concerns in the draft OCP surround the Three Key Land Use Concepts in Part B (page 42 to 45) and the concept of in-fill. Increasing densities in neighborhoods where community schools are already at or above capacity, creates a significant challenge for the District. If the District is not aware of plans for new developments and arrangements for new school sites have not been made with developers, there are adverse impacts on available classroom space for students and the District's operating budget. Additionally, schools can only be stretched so far over-capacity before the existing infrastructure in the schools like libraries, gyms, hallways, offices, and washroom facilities become dysfunctional. Senior staff are concerned that crucial play fields and green space will be consumed by a sea of portables if significant joint planning is not undertaken well in advance of development permit issuance. Please note that other island school districts, when faced with in-fill challenges, have responded by pursuing applications with municipalities and regional districts for School Site Acquisition Charges. SD#71 is in the early stages of considering SSAC fees as a solution to the funding and space challenges of growth and in-fill.

In addition, joint planning should also be initiated soon to consider the future of our neighboring properties on Atlas Road.

Lastly, as you may be aware the Childcare mandate has transferred to the Ministry of Education. The District appreciates the letter of support from Mayor and Council regarding the two pending childcare center applications for Arden Elementary School and Glacier View Alternative Center. The District would be pleased to explore with the City additional ways to work collaboratively to address the childcare shortage within the City.

In closing, thank you for the opportunity to provide this high-level feedback to the draft OCP. The Board and Staff look forward to setting a schedule for regular liaison meetings. Please contact Heidi Bell at 250-334-5500 to plan further arrangements.

Respectfully,



Brenda Hooker, CPA, CGA
Secretary-Treasurer
The Board of Education of School District No. 71 (Comox Valley)

cc: The Board of Education for SD#71



TOWN OF COMOX

OFFICE OF THE MAYOR

File No. 0400-60

April 22, 2022

City of Courtenay Council
830 Cliffe Avenue
Courtenay BC V9N 2J7

VIA email: council@courtenay.ca

Attention: Geoff Garbutt, Chief Administrative Officer
Chris Marshall, Director of Development Services

**Re: Town of Comox Comments on referral of City of Courtenay Draft Official
Community Plan**

Thank you for the opportunity for the Town of Comox to comment on the City of Courtenay January 2022 Draft Official Community Plan.

At their April 20, 2022 Council Meeting, Comox Council considered Comox Planning Report PR 22-3 which focused on the following areas of mutual interest to Courtenay and Comox:

- Transportation:
 - Connectivity of multi-modal transportation facilities.
 - Intermunicipal and regional transportation linkages.
- Management of stormwater in the Brooklyn Creek catchment area, and
- Proposed Courtenay growth centre at Ryan and Anderton Road

In accordance with resolution 2022.149 Comox Council's comments are attached.

Yours truly,

Russ Arnott
Mayor

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TOWN OF COMOX

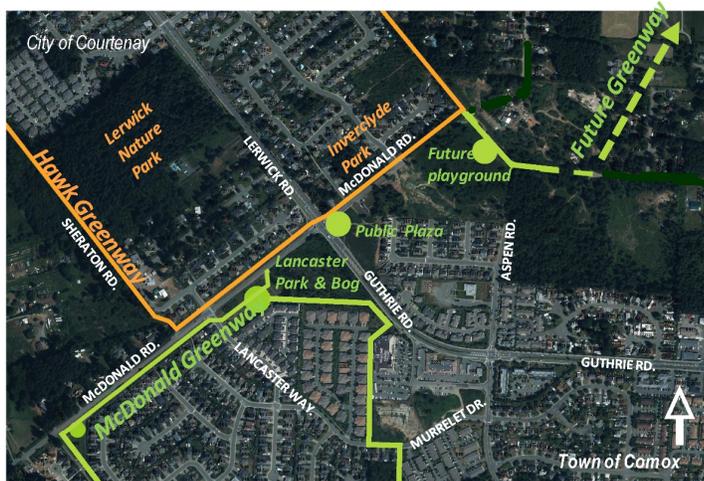
Town of Comox Comments on Draft City of Courtenay OCP

Black text is used when referencing the Draft Courtenay OCP. Town comments are in blue text.

- Transportation Connectivity (Courtenay OCP Streets & Transportation Policy ST3 regional approach to multi-modal transportation);
- Transportation Alternatives to combat Climate Change (Courtenay OCP Streets & Transportation Policy ST 6 h coordinate information on active travel, ST 13 strategic locations for Level 3 vehicle charging, Parks & Recreation Policy PR 27 explore regional greenway connectivity opportunities);

Opportunities for coordination of Courtenay, Comox, and CVRD local area planning to enhance connectivity of streets and transportation facilities are emerging with development within the Town of Comox, north of Guthrie Road at the southern edge of Comox’s Boundary Expansion Area B.

This area abuts the extensive McDonald Greenway and parks system of Comox and Courtenay, as illustrated in the aerial view below. The Town is currently working with developers in the area seeking to extend the existing 20 m pedestrian greenway from the intersection of Hector and Aspen, north-east to connect to a future Brooklyn Creek pedestrian greenway within Expansion Area B. This would allow for the creation of a multi-modal corridor for active transportation, riparian protection, and recreational amenities such as a neighbourhood park.



- Greenways and trails
- Comox: existing and future
- Courtenay: existing
- Existing and future points of interest

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TOWN OF COMOX

- Storm Water Management Planning (Courtenay OCP Natural Environment Policy NE4 *protection & restoration*, Municipal Infrastructure Objective MI 4 *green infrastructure [for] flood control*).

Courtenay's inclusion of Municipal Infrastructure MI3 Objectives and Policies M13 to M15 is recognized including improving watershed health and the Town looks forward to working jointly with Courtenay and the CVRD on the protection of the Brooklyn Creek watershed to avoid negative impacts to the existing agricultural potential of lands within the ALR, fish habitat, creek hydrology, and stormwater infrastructure.

The Town has previously shared this information through development referrals. To highlight its importance and for ease of reference, the Town's referral comments on storm drainage are reprinted below:

"Brooklyn Creek is the main drainage course flowing through the Town of Comox. The total drainage catchment area is approximately 650 ha, beginning at the North Island College and discharging into Comox Harbour. The entire creek below Parry Place is identified as fish bearing habitat.

The Town has expressed concerns with additional runoff due to development over the past 40 years and have had many studies and reports completed to date acknowledging that as development and population increases, continued urban and rural development contributes to increases in overland runoff. Peak flows rise in developed areas as a result of reduction in pervious surfaces, reduced depression storage, and the provision of efficient storm drainage connections to receiving water.

These changes in runoff characteristics result in increased frequency of flooding, higher flood levels, increased stream velocity, and additional stream erosion. The Town has made significant changes in stormwater management to address these concerns which include the North East Comox SWMP and Draft Anderton Corridor Servicing Study both of which drain into bodies of water that are at capacity with ongoing concerns of erosion and flooding. The Town continues to receive complaints from Regional District Area B residents and Birkdale Farms regarding additional flooding and runoff concerns due to development and increase flows into Brooklyn Creek.

The Town has incurred significant capital and operating costs in providing, upgrading, and maintaining its Brooklyn Creek stormwater infrastructure including but not limited to the following:

- The Town of Comox strategy began with the Master Drainage Plan (1999) and in early 2000s Brooklyn Creek flooding pushed the Town to construct a diversion facility in 2005 at the cost of \$1.98 million.

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The Town of Comox respectfully acknowledges that we are standing on the Unceded traditional territory of the K'omoks First Nation

.1809 Beaufort Avenue, Comox, B.C. V9M 1R9 • Tel. (250) 339-2202 Fax (250) 339-7110 • Email: town@comox.ca



TOWN OF COMOX

- The Public Works Department, Parks Department and Brooklyn Creek Watershed Society collaboration on a long-range strategy to maintain and enhance the creek corridor and riparian areas. Since 2005 approximately \$780,000 has been invested in annual projects with funding provided by the Town of Comox, external sources, and donated labour and expertise by the Watershed Society and many hours of community members' volunteer work.
- Other storm system enhancement work has been invested in lands owned and/or acquired by the Town for riparian environment restoration purposes, such as 2.46 acres at the former Brooklyn Elementary in 2013 at a declared value of \$292,375.

In accordance with Comox Valley Regional District Regional Growth Strategy Bylaw No. 120, 2010, Managing Growth Policies MG1E-2 and MG 1E-5, Policy 6A-2, and Objective 5-C and Comox Official Community Plan Bylaw 1685 section 2.5.3 (Attachment 2), the Town has undertaken extensive stormwater infrastructure design and associated land use Planning for Area B as defined in section 2.5.3 of the Town's OCP."

In regard to the Ryan Road and Anderton Road Secondary Growth Centre indicated by a green arrow in Courtenay's Draft OCP Growth Locations map excerpt below, the Town notes that the southern boundary of this future growth node abuts Comox's Potential Boundary Extension Area "C".

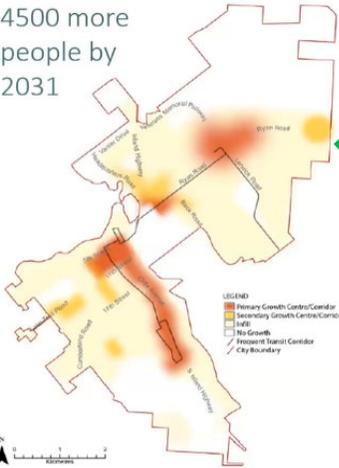
While there is no immanent anticipation of areas proximal to Courtenay's Secondary Growth Centre seeking to be incorporated into the Town, development applications are underway at the southern end of Comox's Boundary Extension Area "B" for land that was incorporated into the Town in 2016. The Town would welcome opportunities to work with the City in anticipating transportation corridor alignments and amenities that may be realized in the future as this area develops.



TOWN OF COMOX

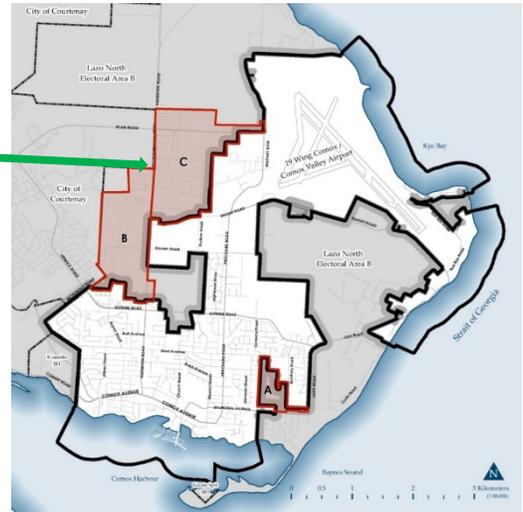
Courtenay DRAFT OCP Secondary Growth Location Abutting Comox Potential Boundary Extension Area “C”

4500 more people by 2031



Primary growth locations – Town Centres & Urban Corridors

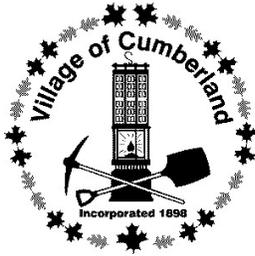
Secondary growth locations – Neighbourhood Centres & Multi-Residential



Courtenay Official Community Plan Update Highlights - Staff Presentation (30 minutes)

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The Town of Comox respectfully acknowledges that we are standing on the Unceded traditional territory of the K'omoks First Nation



Corporation of the Village of Cumberland

2673 Dunsmuir Avenue
P.O. Box 340
Cumberland, BC V0R 1S0
Telephone: 250-336-2291
Fax: 250-336-2321
cumberland.ca

File No. 5620-20

March 28, 2022

Chris Marshall, Director of Development Services
City of Courtenay
830 Cliffe Avenue
Courtenay, BC V9N 2J7

Re: City of Courtenay Official Community Plan – Village of Cumberland Referral Response

Thank you for your referral of the City of Courtenay Draft Official Community Plan on January 19, 2022. The Village of Cumberland Council reviewed your referral at their March 14, 2022 meeting and made the following resolution:

THAT Council respond to the City of Courtenay's referral of its draft Official Community Plan with no concerns.

Congratulations on all your hard work on this project over the past two years.

Sincerely,

Courtney Simpson
Manager of Development Services



March 3, 2022

Nancy Gothard
Policy Planner
City of Courtenay

Sent by email

Dear Nancy:

Re: City of Courtenay Official Community Plan Update Project

Thank you for providing the opportunity for the Ministry of Agriculture, Food and Fisheries (Ministry) staff to comment on the City of Courtenay Official Community Plan (OCP) Update. From an agricultural perspective, Ministry staff offer the following comments.

Part B: Growth Management and Land Use Policies

Map B-1 Land Use Designations

Ministry staff are concerned that a significant portion of the City's Agricultural Land Reserve (ALR) land located in the northeast corner of the City boundary is labelled "Future Growth" on the OCP Land Use map. Ministry staff note that, as described in greater detail on page 80 of the draft OCP, while Future Growth lands are not currently designated for urban development and rezoning is currently not supported, labelling these ALR properties as Future Growth gives the impression that this land will be developed in the future and may lead to speculation of ALR land which in turn, may drive up the price of these ALR properties.

Ministry staff strongly recommend removing the Future Growth label from all ALR land within the City.

Co-Benefits of Thoughtful Land Use Planning – Protection of Agricultural Land and Natural Environment

Ministry staff are pleased to see that the protection of agricultural land from encroaching development is a high priority within the City. However, this priority appears contrary to labelling large portions of the City's ALR land as Future Growth and as such, may cause confusion for potential readers of the OCP regarding the protection of ALR land within the City.

General Land Use Policies

5) Agricultural Land Reserve (ALR) exclusion applications will not be supported

Ministry staff are pleased to see that the preservation and maintenance of current ALR land is a priority.

6) Development of lands adjacent to the Agricultural Land Reserve must take best land use practice into account to promote compatibility along agricultural-urban edges

Ministry staff are encouraged to see that the City is requiring that best land use practices are implemented to protect farmland along the agricultural-urban interface. The City may also wish to direct developers/residents that are developing land adjacent to the ALR boundary to the [Ministry's Guide to Edge Planning](#) that contains a multitude of planning tools designed to promote compatibility along the agricultural-urban edge.

Specific Land Use Designation Policies

Agricultural

Ministry staff are pleased to see a series of strongly worded policies that aim to preserve agricultural land within the City.

Part C: Thematic Policies – Food Systems

After reviewing this section of the OCP, it is evident that enhancing the City's food systems and the concept of local food security are both important components of this update. With respect to land use, Ministry staff are encouraged to see that Objective FS4 – 'Agricultural lands are protected and are compatible with urban uses' and its four associated policies contain strong language pertaining to both ensuring the continued protection of land within the ALR and to promote compatibility between agricultural and urban land uses.

Part D: Implementation – DPA3: Farm Protection

Ministry staff are pleased to see that a new Development Permit Area (DPA) for Farmland Protection has been added to this OCP update. Ministry staff are available to review any DPAs for Farmland Protection on referral from the City.

Please contact Ministry staff if you have any questions regarding the above comments.

Thank you for the opportunity to provide comments from an agricultural perspective with respect to this file.

Sincerely,



Reed Bailey
Land Use Planner
778-698-3455
Reed.Bailey@gov.bc.ca



Angela Boss
Regional Agrologist
250-331-5208
Angela.Boss@gov.bc.ca

Cc: Shannon Lambie, Regional Planner – Agricultural Land Commission



Tim Ennis
Program Manager
(250) 650-9561
Email: tim@cvlandtrust.ca

Mailing Address
P.O. Box 3462
Courtenay, BC V9N 5N5

Office:
2356a Rosewall Crescent
Courtenay, BC, V9N 8R9

Partner Organizations

Comox Valley Land Trust
Project Watershed
Cumberland Community Forest Society
Comox Valley Nature
Courtenay Fish and Game P. Assc.
Mountaineer Avian Rescue Society
Tsolum River Restoration Society
Millard-Piercy Watershed Stewards
Morrison Creek Streamkeepers
Beaufort Watershed Stewards
Brooklyn Creek Watershed Society
Cumberland Wetlands Working Group
Puntledge River Forest Protection Society
Comox Youth Climate Council
Perseverance Creek Streamkeepers
Comox Valley Water Watch Coalition
Mack Laing Heritage Society

Supporter Organizations

CV Sustainability Project
CV Council of Canadians
Friends of Comox Lazo Forest Society
Forbidden Plateau Road Residents Association
Black Creek Streamkeepers
Saratoga and Miracle Beach Residents Association
Arden Area Residents Association
Friends of Strathcona Park
Merville Area Resident's & Ratepayers Association
VI Whitewater Paddling Association
Macdonald Wood Park Society

www.cvlandtrust.ca/cvcp/

Date: March 8th, 2022

Dear: Director of Development Services
City of Courtenay
830 Cliffe Avenue
Courtenay, B.C. V9N 2J7

Re: Courtenay OCP Review and Comments

The Comox Valley Conservation Partnership (CVCP) represents over 29 local non-profit and community organizations. Our focus is to work proactively with local governments in support of strong environmental policies, regulations, strategies and initiatives.

We congratulate your staff on delivering an updated draft OCP with strong improvements to environmental protection policies. Many of these are extremely forward looking and progressive. Promoting urban infilling, looking at everything through a climate lens and enhancing protection for sensitive ecosystems are areas of particular interest for our members, and we are very pleased to see the directions here.

We are grateful for the previous opportunities to provide significant input to the process. We have been extremely satisfied with the level of engagement we have enjoyed. Upon reviewing the completed draft, a subset of our members met to discuss our thoughts. Please accept the attached as additional constructive feedback. The table attached highlights a relatively small number of very specific suggestions with page numbers, policy numbers etc., included for convenient reference.

In general, we found that there is a little bit of inconsistency both within the OCP document itself and between the OCP and the DP Guidelines as it relates to the language around environmental policies. In some areas soft or even ambiguous language is used, whereas in other areas, very strong and concise language is used (e.g., relating to 30m setbacks in Riparian Areas). We prefer the latter approach and recommend that you strive for consistency and clarity throughout.

Again, our congratulations on your hard work and successful achievements to date with the OCP update process. We look forward to continuing to engage on the Integrated Rainwater Management Plan, and other initiatives in the future.

Comox Valley Conservation Partnership
Tim Ennis, Program Manager
www.cvlandtrust.ca/cvcp/
250-203-5644

Gothard, Nancy

From: Lawrence Vea <lawvea@gmail.com>
Sent: Friday, January 28, 2022 2:15 PM
To: Gothard, Nancy
Cc: Setta, Tatsuyuki; Mike Keohane
Subject: Re: Notice of Courtenay OCP for review

Thanks, Nancy. We are most impressed with the document and look forward to seeing it's implementation over the years. Obviously, we are most interested in the Active Transportation section and are generally happy with the content. We have in the past, indicated interest in working with staff to update the Cycling Network Plan and have been told that this would be occurring soon. Could please inform the appropriate staff of our interest to be involved at their earliest convenience,

Thanks again for all your work on the OCP.

Lawrence Vea
President- Comox Valley Cycling Coalition

On Jan 25, 2022, at 12:59 PM, Gothard, Nancy <ngotheid@courtenay.ca> wrote:

Hello community organizations,

You are receiving this email as you have been identified as a local community organization with interests in the Courtenay area. If there is someone better in your organization to share this with, please let me know so I can update our contact records.

With input from the community, the City of Courtenay has been updating the community's Official Community Plan (OCP) over the past two years and we are pleased to be sharing the full draft Plan for public and stakeholder input at this time.

The draft Plan, supporting documents, and consultation opportunities including a survey and notice of upcoming public meetings are available at: www.courtenay.ca/OCPupdate

We welcome your input and staff are available to answer questions and discuss. Please note the opportunity on the project webpage for groups to request a meeting with staff to discuss particular aspects of the OCP.

If you have any questions about the draft OCP, please let myself or the Manager of Community and Sustainability Planning, Tats Setta (tsetta@courtenay.ca) know.

On behalf of the City of Courtenay, we thank you in advance for your organization's interest in this visionary and long-range policy instrument to guide growth in Courtenay for over the next decade.

Best wishes,

Nancy Gothard RPP, MCIP

Gothard, Nancy

From: Nancy Gothard [REDACTED]
Sent: Monday, February 28, 2022 10:50 PM
To: Gothard, Nancy
Subject: Fwd: OCP Submissions
Attachments: The Ridge - Courtenay OCP Slides.pdf

----- Forwarded message -----

From: <[REDACTED]>
Date: Mon, Feb 28, 2022 at 6:04 PM
Subject: OCP Submissions
To: Nancy Gothard [REDACTED]
CC: Lawrence Vea <lawvea@gmail.com>, Kyle Shaw <kshaw@courtenay.ca>, Chris Davidson <cdavidson@courtenay.ca>

Hi Nancy,

I was having a discussion around cycling routes with some residents of “The Ridge” development in south Courtenay. They seem to be feeling quite left out and isolated in the planning process and I am hoping that can be rectified with updating of the OCP and other critical documents (including the Cycling Network Plan which we hope gets an update ASAP despite not being that old). I don’t know all the history behind the development but, regardless of where it has come from, we should be planning for success in the future.

As it sits, the area is essentially a 300 home development that will continue to use personal cars for all their transportation needs. If there was a connection to Royston School it would attract more families and also young families that can commute by bike into Courtenay for work. The E&N trail is a no brainer for this area. Some great connectivity options as I have shown in the attached slides.

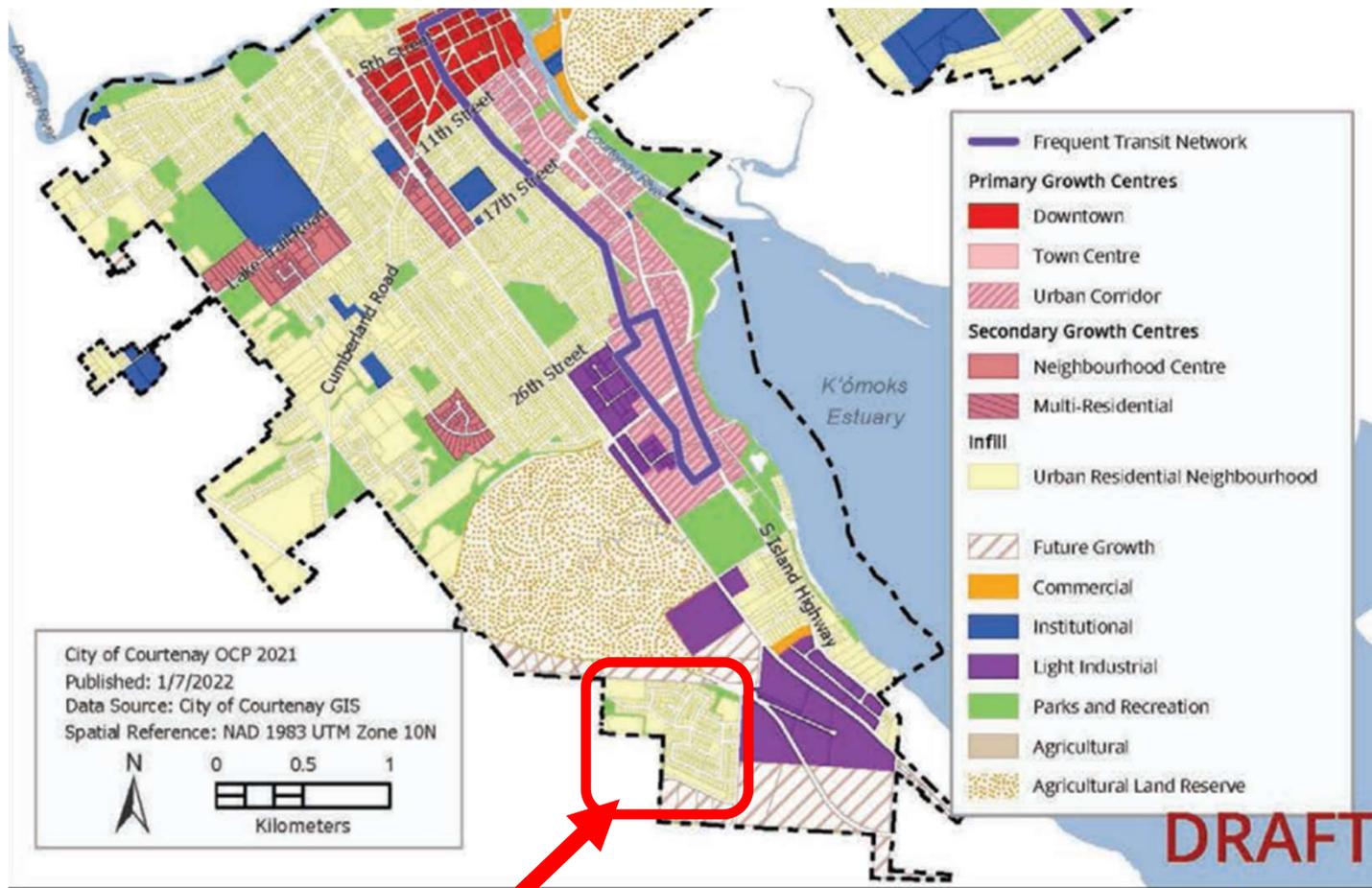
Aside from the AT connections, it seems strange to have a growth area beside a light industrial designation? That appears to be a hangover from the CVRD days prior to acquisition by Courtenay? I would also suggest that should be amended to set them up for some positive and efficient expansion of much needed places for people to live.

Thanks, and please do get in touch if you have any questions or comments.

Mike Keohane

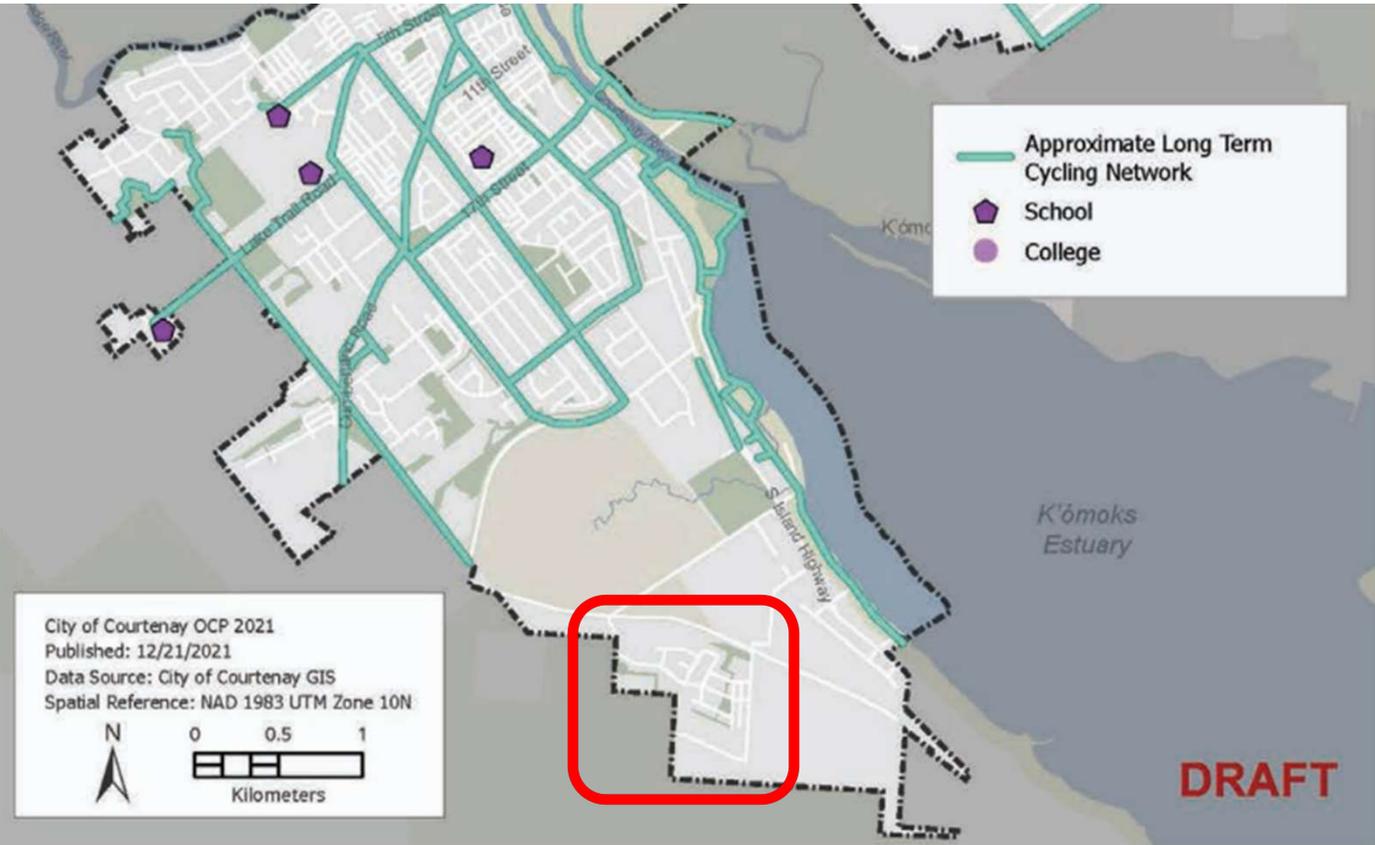
VP – CV Cycling Coalition

PS – I searched for a way to input this specific issue on line but couldn’t see anything. Hoping this makes it into the pile!



“The Ridge” is a development of approx. 300 homes plus indicated “Future Growth” areas that are essentially isolated from the remainder of Courtenay by ALR and Light Industrial land designations

The Ridge

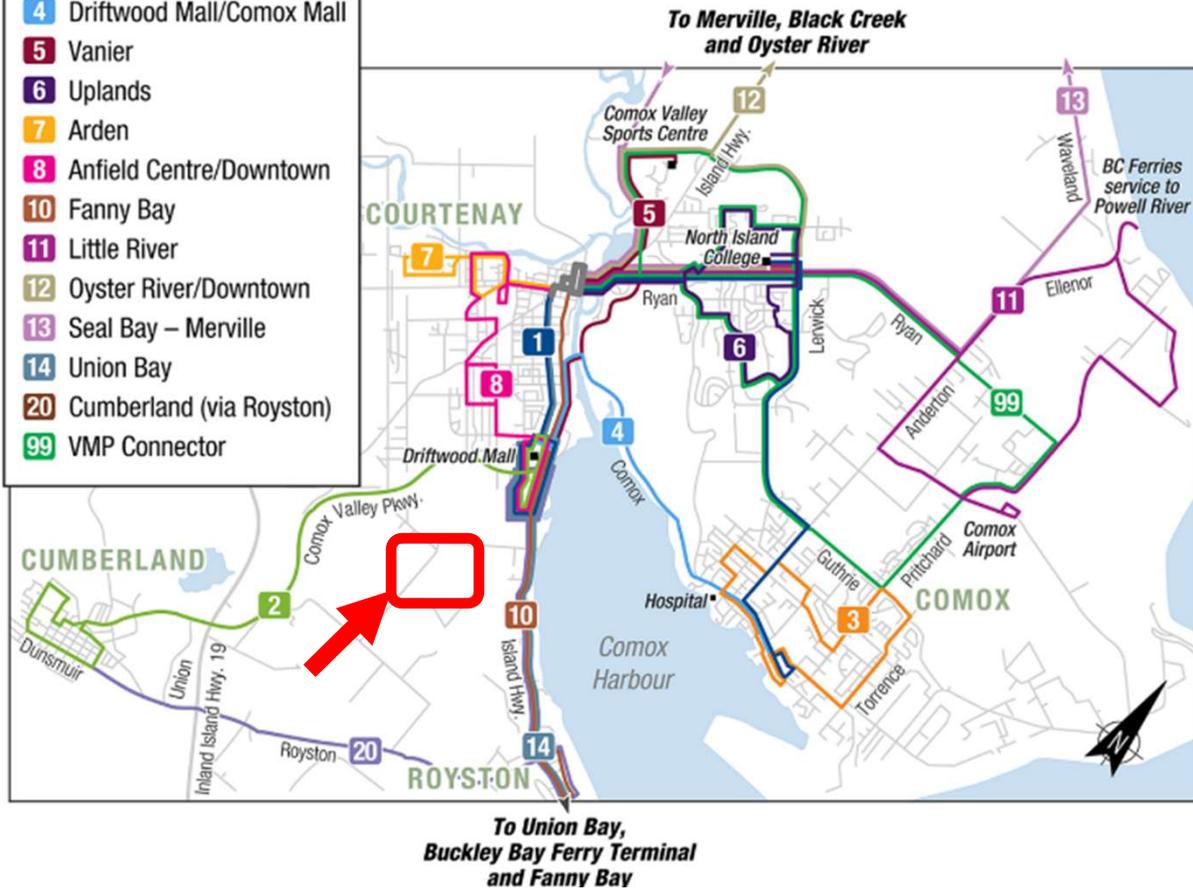


No viable transportation options other than by vehicle on one or two roads.

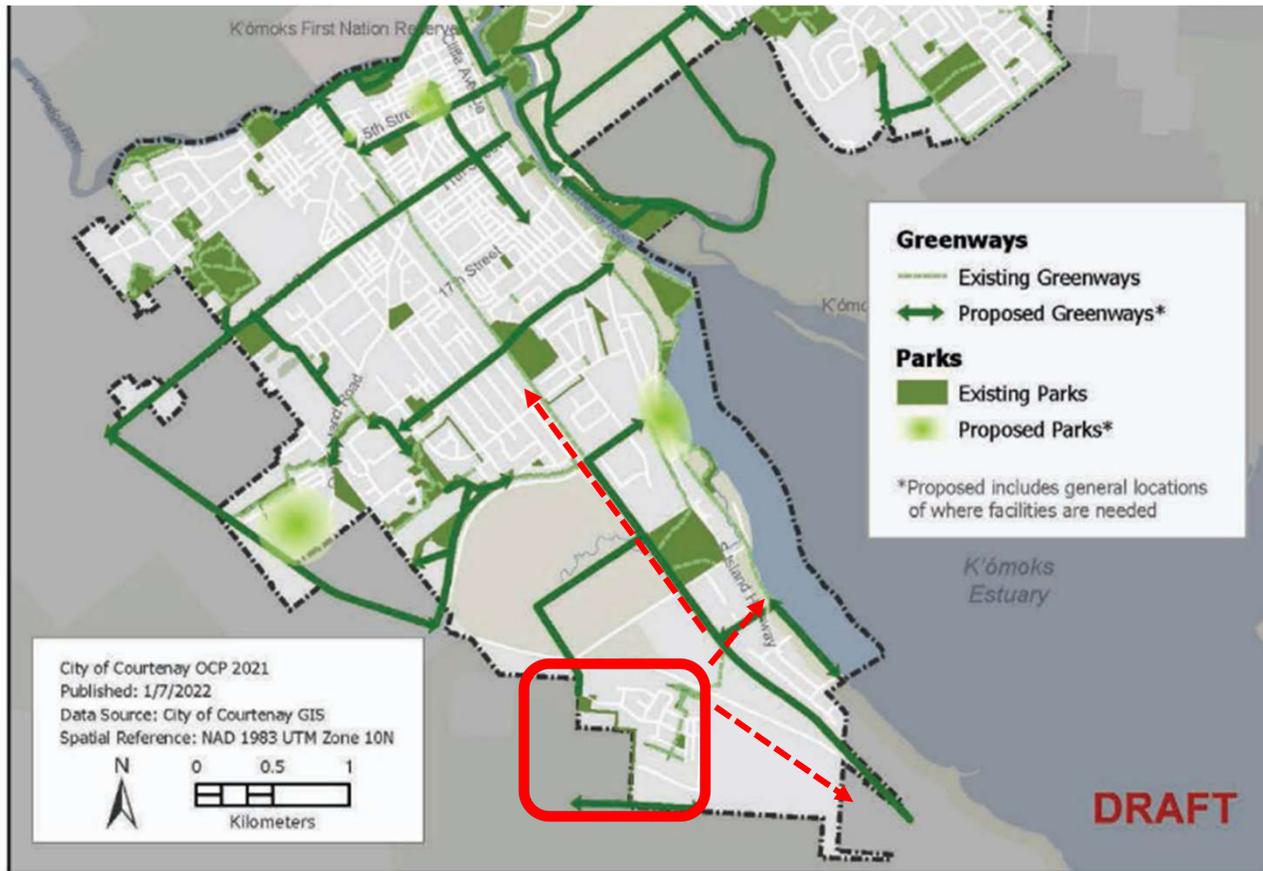
- No Transit Connection
- No Cycling Network Plan
- No Connecting Pathways or Multi-Use Trails

Stranded from all transportation options – except by vehicle

- 1 Anfield Centre/Comox Mall
- 2 Cumberland/Anfield Centre
- 3 Comox Local
- 4 Driftwood Mall/Comox Mall
- 5 Vanier
- 6 Uplands
- 7 Arden
- 8 Anfield Centre/Downtown
- 10 Fanny Bay
- 11 Little River
- 12 Oyster River/Downtown
- 13 Seal Bay – Merville
- 14 Union Bay
- 20 Cumberland (via Royston)
- 99 VMP Connector



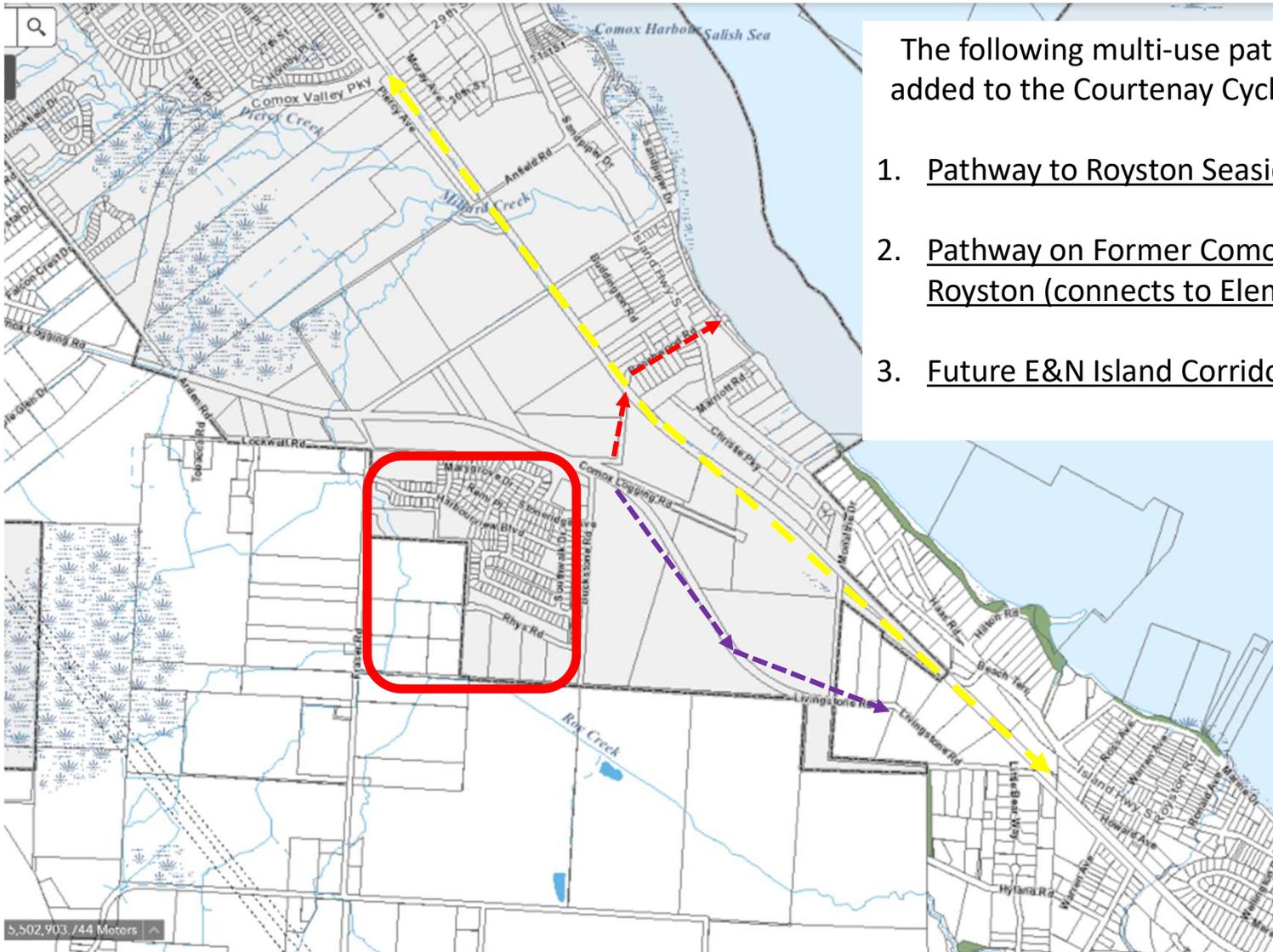
No Transit Connections



Active Transportation Opportunities Include:

- Pathway to Seaside Trail (Royston-Courtenay)
- Pathway on Former Comox Logging Road to Royston
- Future E&N Island Corridor Trail

Opportunities for Active Transportation Connections



The following multi-use pathways should be added to the Courtenay Cycling Network Plan

1. Pathway to Royston Seaside Trail ----->
2. Pathway on Former Comox Logging Road to Royston (connects to Elem School) ----->
3. Future E&N Island Corridor Trail ----->

Gothard, Nancy

From: [REDACTED]
Sent: Monday, March 14, 2022 5:00 PM
To: Gothard, Nancy
Subject: RE: OCP Submissions

Hi Nancy,
[REDACTED]

These comments are to be considered on behalf of the CV Cycling Coalition and have been discussed at our last board meeting of Feb 28.

I had a couple of residents(CVCCo Members) approach me in my role at the Cycling Coalition to discuss their concerns. To be honest, we don't have any board representation from that area so hadn't identified the issues on our own and were happy to hear from members worried about lack of AT in that portion of town. Having had a high level look at zoning and Cycling Network plans it does seem like the addition of these lands from CVRD to Courtenay has maybe resulted in a bit of isolation? I have seen the same story in suburbs getting stranded in cities due to changing jurisdictions and hope this can ultimately be made a well-connected and vibrant community for all ages and economic levels. Likely requires some densification past the single family homes currently built but having the light industrial designation beside it (came from CVRD I believe) doesn't give anyone the comfort required to expand housing developments and density.

Happy to chat with you or anyone further as always.
Thanks for getting in touch,
Mike

From: Gothard, Nancy <ngotheid@courtenay.ca>
Sent: March 14, 2022 3:51 PM
To: [REDACTED]
Subject: FW: OCP Submissions

Hi Mike,

I'm still catching up on a backlog of comments [REDACTED]
[REDACTED]

Is this submission below from the Cycling Coalition or more a personal interest with the neighbours? We file the information differently if a formal stakeholder organization or an informal group of people (or citizens).

My task now is just to take inventory of the comments, and reach out for follow up questions if warranted, so this is just a procedural email.

Take care,

From: Nancy Gothard [REDACTED]
Sent: Monday, February 28, 2022 10:50 PM

Gothard, Nancy

From: CV Early Years Collaborative <earlyyearscollaborative@gmail.com>
Sent: Friday, March 11, 2022 2:08 PM
To: Gothard, Nancy
Subject: Re: feedback on OCP from CVEYC

Hi Nancy,

This week has been very busy. So again I'm looking at the Courtenay OCP quickly and at the end of my work day. My main message for the City of Courtenay is to imagine a Courtenay, where everyone is housed, and all families who want/need child care have it. Does the city want to be a leading BC community in supporting the growth of quality child care?

Here are some Objective Areas where I think there should be explicit policies relating to child care. I have no experience writing policies, so perhaps you can assist here with wording. Also- if you think a policy belongs elsewhere in the plan, let me know.

SI1: All Courtenay residents experience equitable access to services.

Equitable access to services applies to families and young children seeking child care. The city recognizes the importance of quality, accessible, affordable and available child care services for the social, economic, and educational well-being of children and families. The City should monitor for municipal opportunities to expand Child Care spaces, seek to support/cover training costs for Early Childhood Educators, build partnerships with the Comox Valley school district, North Island College and key community stakeholders to support the growth of child care spaces in Courtenay.

SI2. Coordinated, inclusionary, and systems-based responses are in place to address evolving complex social issues

Work regionally to improve child care access for families (early childhood and out of school care programs) following the recommendations outlined for government in the [2019 Comox Valley Child Care Action Plan](#). Please see possible local government actions in Section 7, pages 21, 22, 23.

Here are a potential actions suitable for local government to undertake (taken from the Comox Valley Child Care Action Plan, pasted in here for effect!). There are a lot of great ideas in this plan.

Local Government

- Plan, design, manage and implement land use that is supportive of new child care
- Ensure bylaws and long range plans are up to date and support child care services
- Partner with other levels of government, school districts, health authorities, community non-profit organizations to improve access to child care
- Monitor numbers of child care spaces and other community development targets
- Developing child care friendly policies (e.g. OCP, zoning bylaws)
- Endorse the targets for new child care spaces identified in the Comox Valley Child Care Action Plan
- Ensure that local government staff work proactively with applications for new child care facilities
- Ensure there are appropriate policies and provisions in the OCP to support child care as a priority for the community, possibly including long range targets and other related goals

- Ensure that Zoning Bylaws allow for child care facilities where they are needed – close to home, work and key destinations (hospital, schools)
- Ensure that business licensing is consistent and streamlined for child care providers
- Ensure that Zoning Bylaws allow for child care facilities where they are needed – close to home, work and key destinations (hospital, schools)
- Secure child care facilities as part of community amenity contributions (CACs) from new developments, with relevant supporting policy in the OCP and other related long range plans
- Where facilities for child cares cannot be provided as part of a new development, explore creating a Child Care Development Reserve Fund from funds secured through CACs
- Identify potential sites for child care, with considerations such as nearby parks that would be used as outdoor space for child care facilities
- Include policy in the OCP that encourages all new public facilities to include a child care site (e.g. hospitals, government offices, recreation facilities)
- Create partnerships with child care providers to offer services in public facilities
- Seek to secure affordable housing for Early Childhood Educators and/or child care staff
- Ensure all communities consider permissive tax exemptions for child care services
- Work with the business community and non-profits to explore alternative ways to expand quality child care services in the Comox Valley
- Create collaborations and partnerships for the creation and maintenance of child care services in the Comox Valley

I think it would be really great to set up a separate meeting with a few members of the Comox Valley Early Years Collaborative and the CV Child Care Planning Committee. I am just one voice of many. There are some "heavy hitters" in the Early Years field who live here in the Comox Valley. It would be very beneficial to bring them into the conversation.

Thank-you for collecting this feedback. I look forward meeting soon!

Jessie

Jessie Gill (She/Her)

Coordinator

Comox Valley Early Years Collaborative

www.cveyc.ca

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[Subscribe](#) to our Newsletter

The CVEYC acknowledges that it is a privilege and an honour to live and work on the traditional and unceded lands of the Sahtlout, Sasitla, Leeksun and Puntledge people, collectively known as the K'ómoks First Nation.

On Mon, Mar 7, 2022 at 2:59 PM Gothard, Nancy <ngotheid@courtenay.ca> wrote:

Hi Jessie,

Thank you for this speedy and thorough feedback. I know you mentioned that more info is coming, so I look forward to that as well.

March 8th, 2022

Requested updates to City of Courtenay OCP Food Systems Chapter from the Comox Valley Food Policy Council

The CVFPC had an opportunity to discuss the OCP and specifically the Food Systems chapter at our meeting on Feb 23rd.

Thank-you for the meeting on Thursday March 3rd to hear our thoughts.

We are excited to see a food systems chapter in the OCP so want to thank the City for making food systems a priority as we move forward.

We also recognize that we have focused our questions and comments primarily on the Food Systems Chapter of the draft OCP- so may miss some of the other chapter details that tie into this chapter.

Below are our requests for changes to the chapter:

Changed language is **bolded**.

General comments:

Please include a definition of Food Security:

“Food security means that everyone has access to food that is affordable, culturally preferable, nutritious and safe (everyone has the agency to participate in, and influence food systems and that food systems are resilient, ecologically sustainable, socially just, and honour Indigenous Food Sovereignty. “

Please mention that the City of Courtenay has signed onto the **Island Food Charter**, (could also include that the City has endorsed and is a member of the **BC Chapter of the Coalition for healthy school food**).

Where possible include targets, or talk about the implementation plan for the food systems chapter. Answering the question: How will the city know it is successful?

For example the section on pg. 162. Could include GHG targets and poverty reduction strategy targets and food systems (reduced food waste, food miles and sequestration of carbon in soils), and food security (a social determinant of health that is considered a 'game changer' in the Poverty reduction strategy) as ways to meet those targets.

Pg. 159:

FS1. All residents have access to affordable, healthy, and local food outlets- Change language to:

FS1. All residents have access to affordable, healthy, local and culturally appropriate food through food outlets and access to community food programs.

Pg. 160:

Add **Good Food Box** to last paragraph

Pg. 161:

According to the Comox Valley Food Policy Council, **there is a vital network of food growers, businesses, and organizations across the valley that are collaborating to strengthen food access and the local food economy. Farmers have the land capacity to increase production, but require more access to community food assets such as storage, and processing facilities, aggregation and distribution services, and locally produced feed.**

Pg. 162:

This may be a good section to mention a definition of food security, and the City's signing of the Island Food Charter with an excerpt: The City has signed onto the Island Food Charter and is committed to **"A just and sustainable food system in the Island region rooted in healthy communities, where no one is hungry and everyone has access to nutritious, culturally acceptable food. It requires viable, sustainable, and resilient systems to grow, harvest, process, transport, and distribute food while minimizing waste."**

Integrate local food production /resilience as a highest and best use in all suitable zones,

Pg. 163.

Under Policies:

The City of Courtenay works in partnership with the City's many Community Food Programs and Food Security Organizations to work towards access to healthy local food for all residents regardless of income.

A question- could there be more than one 'food precinct' area?

Pg. 16: **(All, or what is the goal, one in 4)**. Residents have access to food growing opportunities

To be included:

Undertake an assessment of city-owned land most suitable for public food-related Activities.

Establish municipal and household organic waste composting and make finished compost available at low or no cost for food production in private and public gardens.

Encourage Assess and remove barriers to food gardens on private lots including boulevards (front, side and backyard options);

support educational resources for residents with backyard flocks, meat rabbits and/or beekeeping.

Continue support for urban agricultural policies that encourage food production such as meat rabbits, and edible landscaping on public land.

Encourage gardening programs that promote health and well-being for residents include gardens at social and supportive housing sites, schools, recovery centers, long term care, hospitals etc.

Encourage edible plants in City landscaping

In F11: Include: **commons gardens, incubator farm programs,**

Pg. 165: FS3. Lands supporting traditional foods are protected and traditional practices are celebrated

Requested:

Restoration of lands and shorelines to include traditional foods in parks and other city lands.

City to consult with Komoks First Nations to understand traditional food lands whenever there are requests to develop traditional lands.

FS4. Agricultural lands are protected and are compatible with urban uses

Integrate local food production / resilience as a highest and best use in all suitable zones.

Pg. 166:

FS5. Food processing, warehousing, and distribution activities are permitted in urban areas of Courtenay. Change to:

Food processing, warehousing, and distribution activities are permitted and **encouraged** and supported in urban areas of Courtenay with support from staff for permitting and related processes.

PG. 167: FS6. Food security actions are regionally coordinated

A question about this section:

The CVRD has not indicated as of yet that they will create a regional food security plan. How will the City encourage this action?

Food Security is viewed as an important element of emergency planning, and works with the region to consider systems to support community food security in the case of emergencies such as food supply disruptions.

The City of Courtenay works collaboratively with community groups, businesses, the CV Food Policy Council, other municipalities and the region towards outcomes including increasing food literacy, supporting the local food economy and increasing resilient food systems and food security.

- In McPhee Meadows neighbourhood section please include: **incubator farm as a possible consideration for the land.**



CANE BC- British Columbia
Canadian Association of
Nurses for the Environment
Association canadienne des
infirmières et infirmiers pour
l'environnement

**Future-proofing Courtenay Buildings toward net-zero
Submission by the Canadian Association of Nurses for the Environment BC
Re: Courtenay Official Community Plan Review**

Produced by:

Comox Valley Nurses for Health and the Environment members joined in December 2018, the Canadian Association of Nurses for the Environment BC (CANE BC). We are a group of actively practicing, student, and retired nurses in the Comox Valley including Courtenay and the entire province. We raise awareness, implement actions, and undertake advocacy to address climate change.

Summary of the Issue:

As the City of Courtenay prepares to launch the revised OCP plan and its goals towards reducing GHG emissions, it is important to consider tangible means to decrease methane emissions. The following outlines a way forward to banning the installation of natural gas in new buildings.

The use of natural gas not only significantly contributes to climate change but as health professionals we are concerned about the indoor air quality when gas stoves are used for cooking in homes and in establishments¹. For children with asthma who are exposed to cooking on a gas stove could see exacerbations in their asthma attacks².

We share the health concerns of our colleagues from the Canadian Association of Physicians for the Environment who state:

“Hydraulic fracturing in the Peace region of northeast BC generates the vast majority of natural gas within our province. During the extraction and transportation processes, fracking and its infrastructure pollute the air, land and water in the Peace region, use vast quantities of freshwater, overtake BC’s valuable farmland and harm the health of families, farmers and Indigenous peoples locally and downstream. Research and local reports from physicians link increased rates of lung disease, cancer and negative pregnancy outcomes to nearby fracking; doctors, professionals and their families are moving away from the region due to concerns about the health risks”³.

Possible Solution: Low Carbon Energy System Bylaws (LCES)

BC local governments can effectively require that new buildings use electricity only, instead of oil or methane (“natural gas”) for heating ⁴.

- The legal mechanism is to enable building at lower steps of the BC Energy Step Code if a low carbon energy system is installed.
- This following contains a general explanation, and links to example bylaws and proposals.
 - Screen-capture excerpts of bylaws are illustrations only and are just the portions dealing with Part 9 buildings (single family, duplex etc) except where indicated.
 - Please check relevant local government websites for current, complete bylaws.
- There are many options for individuals who do not follow through on their commitment to install a low carbon energy system. See New Westminster for one (performance bond).

Contents

General Explanation	3
City of North Vancouver Bylaw	6
District of North Vancouver Bylaw	6
West Vancouver Bylaw	7
Richmond Bylaw	8
Surrey Bylaw	9
Powell River Bylaw	10
New Westminster Bylaw	11
Port Moody Bylaw	Error! Bookmark not defined.
Victoria Proposed Approach	13

General Explanation

Some claim BC local governments can't accelerate the shift from fossil fuel to electric heating in new houses and buildings because they lack the powers in the Vancouver Charter.

This is wrong, and leading local governments are already proceeding.

Houses and other buildings built today will be here for decades. Some are still being built with methane ("natural gas") heating, which is responsible for a lot of greenhouse gas (GHG) emissions (see figure 1).

Figure 1 (Example emissions calculation from [VictoriaBC](#)).



New buildings with methane gas connections will lock in GHG emissions for years or decades.

Gas heating also creates a financial risk to building owners and occupants, as costs of gas will rise significantly with carbon pricing over coming years.

So what can BC local governments do to help accelerate the shift to clean electricity?

Answer: adopt a low-carbon energy system bylaw. Several have done so or are doing it now - District of North Vancouver, City of North Vancouver, Richmond, and West Vancouver among them.

How does it work?

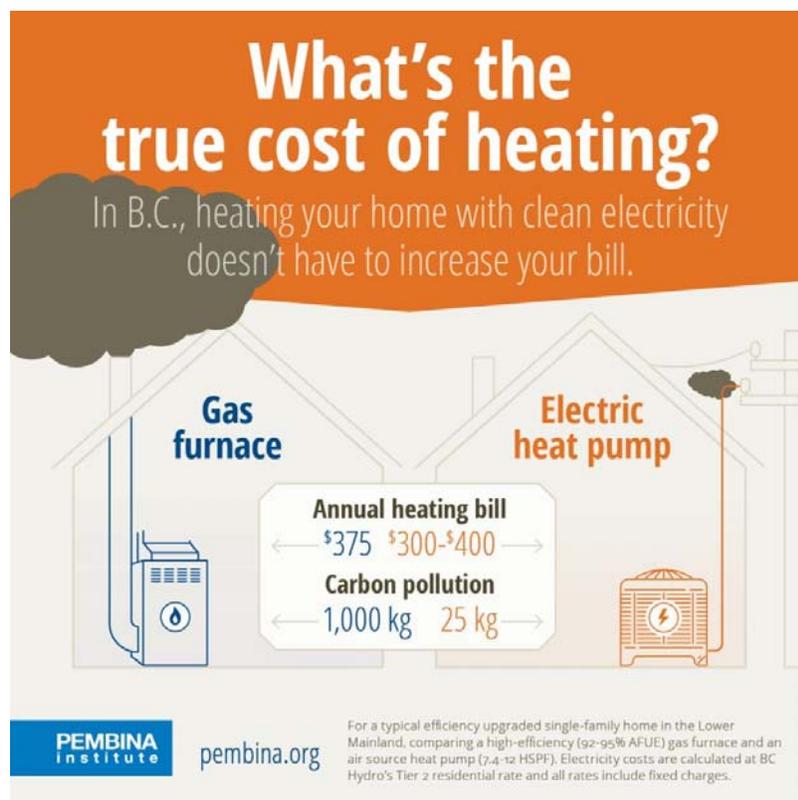
BC local governments can adopt the BC Energy Step Code, which has five levels of improved energy efficiency for new buildings. The Code does not require low carbon heating, but just energy efficiency. <https://energystepcode.ca>

However, local governments can exempt new buildings from higher (and more costly) levels if they employ a low carbon energy system, eg. electric heat pump, which is energy efficient, can also cool buildings in the summer and thus help prevent deaths such as those that occurred during the heat dome of the summer of 2021 in BC.

Cost efficiency of heat pumps vs heating with natural gas:

The following diagram by the Pembina Institute demonstrates the cost savings of electrical heat pumps and their significant reduction in GHG emissions ⁵.

<https://www.pembina.org/blog/gas-vs-electricity>



Example Bylaws follow

City of North Vancouver Bylaw

Construction Regulation Bylaw <https://www.cnv.org/-/media/City-of-North-Vancouver/Documents/Bylaws/Consolidated/7390-C.pdf>

- 8.7.4 Applications for a Building Permit for a building containing a residential Occupancy that is required to comply with Part 9 of the Building Code shall:
- (a) be designed to meet or exceed the specified Energy Step Code requirements for the Step indicated in Table 2; and
 - (b) provide sufficient documentation to demonstrate compliance with this Step to the satisfaction of the Chief Building Official.

Table 2

Energy System	Energy Step Code Step
Buildings equipped with Low Carbon Energy Systems	Step 3
Buildings not equipped with Low Carbon Energy Systems	Step 5

[Bylaw 8810, November 23, 2020]

“Low Carbon Energy Systems” means all mechanical systems in a Building that provide thermal conditioning and domestic hot water heating such that the modeled Greenhouse Gas Intensity for the floor area of conditioned space of the Building is no more than 3 kg CO₂e/m²/year. *[Bylaw 8810, November 23, 2020]*

Motion for bylaw adoption:

North Vancouver Bylaw Adoption – November 23, 2020

Was recommended and carried unanimously

“Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020, No. 8810” (Low Carbon Pathway Amendments Under the BC Energy Step Code)

Moved by Councillor Bell, seconded by Councillor Girard

THAT “Construction Regulation Bylaw, 2003, No. 7390, Amendment Bylaw, 2020, No. 8810” (Low Carbon Pathway Amendments Under the BC Energy Step Code) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal. (CARRIED UNANIMOUSLY)

District of North Vancouver Bylaw

Construction Bylaw <https://www.dnv.org/bylaws/construction-bylaw>

PART 14 ENERGY STEP CODE

14.1 An application for a *building permit for construction of a new building or a major commercial renovation* which contains one or more *major occupancy* listed in the table below must:

14.1.1 be designed and *constructed* to meet the performance requirements specified in the applicable step of the *Energy Step Code* and the *low carbon energy system* as set out in the table below; and

14.1.2 provide sufficient documentation to demonstrate compliance with this step and the *low carbon energy system*, if applicable, to the satisfaction of the *Chief Building Official*;

Major Occupancy Use in a Building Code	Energy Step Code Requirement
Part 9 – Residential	Step 5 or Step 3 + LCES
Part 3 – Residential	Step 4 or Step 3 + LCES
Part 3 – Commercial (Group D or Group E)	Step 3 or Step 2 + LCES
Part 3 – Commercial Major Renovation	Step 1

(Group D or Group E)	
Part 3 – Schools other than colleges, Libraries, Colleges, Recreation Centres, Hospitals and Care Centres	Step 1

low carbon energy system (LCES) means a mechanical system or systems that provide thermal conditioning and domestic hot water for a *building* primarily from low carbon energy sources such that the total modelled *greenhouse gas intensity* is no more than 3kg CO₂e/m²/yr;

West Vancouver Bylaw

Building Bylaw

<https://westvancouver.ca/sites/default/files/bylaws/4400%20BUILDING%20BYLAW%204400%202004%20%28CONSOLIDATED%20UP%20TO%20AMENDMENT%20BYLAW%205088%202020%29.pdf>

9.7 A new *Building* used for Residential Occupancies shall be designed to meet the specified requirements of the Energy Step Code defined by the *Building Code*:

			Building with Low-Carbon Energy System
9.7.1	Part 9 <i>Building</i>	Step 5	or Step 3
9.7.2	Notwithstanding S. 9.7.1 of this Bylaw, for a detached secondary suite as defined by the <i>Zoning Bylaw</i>	Step 5	or Step 2

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Consolidated Building Bylaw No. 4400, 2004		12
9.7.3	Part 3 <i>Building</i>	Step 4 or Step 2

“**Low Carbon Energy System**” means a mechanical system providing all thermal conditioning and all domestic hot water heating for a building primarily from low-carbon energy sources with the following characteristics:

- (a) system seasonal average co-efficient of performance greater than two;
- (b) modelled Greenhouse Gas Intensity of no more than 3 kg CO₂e/m²/yr; and
- (c) any natural gas fired peak demand heating equipment is appropriately sized to augment the primary low carbon system under peak demand conditions;

Richmond Bylaw

Building Regulation Bylaw

https://www.richmond.ca/_shared/assets/Bylaw7230_12072057342.pdf

10.1 Energy Step Code Requirements

10.1.1 Part 3 and Part 9 **buildings** and **structures** must be designed and **constructed** in compliance with the applicable step of the **energy step code**, as set out in the schedule below:

<i>Buildings subject to Part 9 of the Building Code</i>		
Building Type	Building permit application filed on or after September 1, 2018	Building permit application filed on or after December 15, 2020
Townhomes and apartments	Step 3	Step 3 OR
Single family, duplex and other dwelling units	Step 1	Step 2 for buildings that implement a low carbon building energy system .

- b) for **buildings** subject to Part 9 of the **Building Code**, a **building's** space heating, cooling and domestic hot water heating mechanical system that in combination meets the following performance requirement:
- i) less than 1.2 tonnes of carbon dioxide equivalent emissions per building per year; or



Page 35

- ii) 6 kg or less of carbon dioxide equivalent emissions per square metre of conditioned space per year.

Surrey Bylaw

Surrey Building Bylaw

https://www.surrey.ca/sites/default/files/bylaws/BYL_reg_17850_0.pdf

*Applies to Part 3 buildings (multifamily) only.

Buildings subject to Part 3 of the Building Code	
Group C Residential occupancy	Step 3 OR Step 2 for buildings complying with the Low-Carbon Energy System Pathway
Group D Business and personal services occupancy	Step 2
Group E mercantile occupancy	Step 2

Powell River Bylaw

Building Bylaw <https://powellriver.civicweb.net/filepro/documents/2?preview=604>

26.1 Effective January 01, 2021, Part 9 buildings shall be designed and constructed to conform to:

26.1.1 Step 2 of the Energy Step Code; or

26.1.2 Step 1 of the Energy Step Code with a low-carbon heating system.

LOW CARBON ENERGY SYSTEM means an all-electric building system without a gas connection or other fossil fuel energy supply.

New Westminster Bylaw

Building Bylaw

[https://www.newwestcity.ca/database/files/library/Consolidated Bylaw 8125 2019 Building.pdf](https://www.newwestcity.ca/database/files/library/Consolidated_Bylaw_8125_2019_Building.pdf)

*Applies to Part 3 buildings (multifamily) only.

	<i>Building Permit</i> applications filed on or after (with exception for in-stream applications)	
Part 3 Multi-Family Residential	March 31, 2019	January 1, 2020
Step Code requirements as per <i>Building Code</i> , Subsection 10.2.2 of Division B		
Group C Residential Occupancies 6 stories or less and combustible construction	N/A	Step 3 [or] Step 2 with approved <i>Low Carbon Energy System</i>
Group C Residential Occupancies over 6 stories or non-combustible construction		
Hotels / Motels		

Interesting enforcement tool:

BYLAW 8161, 2020

14.3 Energy Efficiency Performance Bond:

To ensure compliance with the applicable step of the BC Energy Step Code is achieved in accordance with the requirements of Section 14.1, an energy efficiency performance bond, as specified in the Development Services Fees and Rates Bylaw No. 7683, 2014, as amended or replaced from time to time, shall be provided prior to issuance of a building permit. The energy efficiency performance bond will be released once it has been verified that the project has been constructed to achieve the energy efficiency performance level in accordance with Section 14.1 and the project has been granted occupancy. The bond, if forfeited, will be utilized to improve energy performance in the subject building or will be rolled into the City's Carbon Reserve Fund and utilized to meet the City's energy use and GHG emissions targets.

Port Moody Bylaw

Building Bylaw

<https://www.portmoody.ca/common/Services/eDocs.ashx?docnumber=506778>

*LCES applies to Part 3 buildings (multifamily) only.

Building Type	Timetable of Adoption			
	2020	2021	2025	2030
Buildings Subject to Part 9 of the <i>Building Code</i>				
Single family dwelling, duplex, semi-detached residential building, and dwelling units.	Step 1	Step 3	Step 4	Step 5
Row housing building and multiple-unit residential buildings	Step 1	Step 3	Step 4	Step 5
Buildings Subject to Part 3 of the <i>Building Code</i>				
Group C Multi residential building	Step 2 Or Step 1 with LCES	Step 3 Or Step 2 with LCES	Step 3 Or Step 2 with LCES	Step 4 Or Step 3 with LCES

Victoria Proposed Approach

Staff report, bylaw subject to final revisions and Council adoption:

<https://pub-victoria.escribemeetings.com/filestream.ashx?DocumentId=47171> p.23-25.

CURRENT BUILDING BYLAW (with proposed Low Carbon Pathway in brackets)			SUBJECT TO FUTURE COUNCIL ADOPTION	
	Building Permit applications filed on or after (with exception for in-stream applications)		Building Permit applications filed on or after	
Part 9 Residential	November 1, 2018	January 1, 2020	January 1, 2022	2025
Single- Detached, Duplex, a Townhomes	Step 1	Step 3 OR (Step 2 with Low Carbon Energy System)	Step 4 OR (Step 3 with Low Carbon Energy System)	Step 5 OR (Step 4 with Low Carbon Energy System)
Garden Suite	Step 1	Step 2	Step 3 OR (Step 2 with Low Carbon Energy System)	Step 4 OR (Step 3 with Low Carbon Energy System)

References:

1. Switch it up BC <https://www.switchitupbc.ca>
2. Household levels of nitrogen dioxide and pediatric asthma severity
<https://pubmed.ncbi.nlm.nih.gov/23337243/>
3. Briefing note: Future-proofing BC buildings toward net-zero
<https://cape.ca/wp-content/uploads/2021/06/Future-proofing-BC-buildings-towards-net-zero-CAPE-2020-06.pdf>
4. Adapted from BC Local Governments - LCES (Low Carbon Energy System) Heating Bylaws <https://siclimateactionnetwork.wordpress.com>
5. Pembina Institute: <https://www.pembina.org/pub/bc-heating-costs>

Contact: Helen Boyd R.N. M.A., BC Representative Canadian Association of Nurses for the Environment BC. cvnhe@telus.net

2022-03-14

City of Courtenay
830 Cliffe Avenue
Courtenay, BC
V9N 2J7

Attention: Tatsuyuki Setta, Planning Manager

RE: DRAFT City of Courtenay Official Community Plan
January 2022-
Request for Feedback

The Comox Valley Development and Construction Association would like to thank you for the opportunity to review and provide comments on the Draft City of Courtenay Official Community Plan.

The Comox Valley Development and Construction Association represent local builders and land and property development corporations, the building industry and consultants. We have received many comments from the members of the association and have summarized them below:

Summary Comments

At 244 pages, and hundreds of policies, the Draft Courtenay OCP 2030 plan risks being unwieldy for an elected Council to implement meaningfully, which in turn risks that Council and the public end up leaning dangerously and expensively on planning staff to monitor and interpret the document. It also risks many of the policies simply being ignored. Consider adopting an amended summary as the OCP bylaw, focussed on the policies intended to meet the higher-order Vision, Goals and Objectives, as well as the governing maps. Reference the 244 - page version, including the implementation tool, as background. Consider a cull of the policies and less of a 'kitchen sink' approach to important legislation.

Concern about Contradictory Policies

The Vision calls for the City to be 'more thoughtful, strategic and efficient in all resources that we use, whether it be land, energy, or public infrastructure.' Yet a number of the more substantive policies freeze out urban or multiple uses of land in an urban municipality. You have to dig through the full document to find these impacts. They are not in the summary document.

In our experience, the science behind a blanket 30-metre setback for watercourses or ponds which are only providing nutrient support to downstream fish, within plan areas that are also subject to integrated rainwater management, is weak to non-existent. It's bureaucratic overkill sterilizing land that could and should have multiple uses, including providing nutrients for fish. Similarly, going beyond the 15-metre provincially recommended buffer on the urban side of a farm-city interface freezes out valuable opportunities to add urban uses supportive of many of the climate change and social goals of the plan. Promoting roads serving one-sided development within those same 30-metre farm buffers is wasteful of both public and private resources. The 'takes' from developable land for various purposes are not just additive on their own, they risk leaving inefficient servicing and development patterns in their wake, which will be a cost to consumers and taxpayers for generations.

We should not

fetter discretion of Council to ever be able to consider ALR exclusion applications by a blanket policy that they will never be supported (p. 57). For example, if an applicant were to come in with an exclusion of some land which is balanced by increased productivity for agriculture and many other community benefits, why should the OCP say carte-blanche that the Council cannot even be allowed to consider it? The Province requires local Council support for an exclusion application to move forward, so Council already has the power it needs to prevent exclusions where they do not meet City goals. This is an unnecessary and potentially counter-productive policy in the context of meeting the community goals. Similarly, if organic farming for people wanting to start out in farming was more viable on twenty acre parcels, perhaps while their homesite was in an adjacent neighbourhood, why would you adopt a blanket policy of not supporting any subdivision of ALR land? A less draconian policy could be written to get to the same public goal.

Step Code and Net-zero GHG go beyond provincial rules:

- e.g. p. 107 ‘accelerate the BC Energy Step Code’,
- setting very specific MEUI and TEDI targets
- 20%-60% green roof for Part 3 Buildings

We strongly encourage the City to follow the Provincially mandated timelines.

While it is tempting to go further than the provincial policies in the above examples, consider carefully whether the City is making a net gain for net zero from those changes. Or is it simply pushing the costs of development higher, and the efficiency of land use lower, such that it occurs beyond Courtenay’s boundaries, losing all of the benefit of compactness, active transportation support for frequent transit and higher density housing that serve other community and quality of life goals? Making multiple use of land in an urban setting and taking only the land that the City really needs to achieve a goal are valuable tools to achieve the City’s goals of valuing land as a precious resource, and enabling housing choices for all (p. 23).

Concern about Affordable Housing

We are concerned for what we see as a disconnect between the City’s goal of housing for all and its policies.

On a broad level, the City’s consultants forecast population decline for Courtenay from 2016 to 2051 for the under 65 age group. Over this 35-year plan period, there is growth of about 7,000 people for the 65 and up age group (p. 14 graphic). This has many implications for service needs, housing units and a desire for stable municipal finances.

Based on this population forecast (which should be updated to reflect the recently released 2021 census data), the draft OCP finds a total housing need, market and non-market, for 1,000 new units in the 2020 – 2025 period (p. 15). At the same time, the Affordable Housing section of the plan finds a need for 1,000 ‘Affordable Housing’ units over the next 5 years, including 570 3+ bedroom units (p. 109). The non-market estimate is 100% of the forecast total housing demand (market and non-market) on p. 15. When we read the Affordable Housing section, it turns out that what is meant by the City by

the term could also be called non-market, or subsidized housing, with the subsidy largely dependent on funding from senior levels of government. At a national level non-market housing makes up about 4% of Canadian housing stock. 96% is market housing by the private sector. This has been the case for decades and despite many announcements of government housing subsidy, it is highly likely that market housing will be the primary provider of housing for Canadians and Courtenay for the future. Yet Courtenay's OCP seems to be relying on BC and Canadian taxpayers to fund 100% of the next 5 years total housing demand in the community. This seems to be aspirational in the extreme unless Courtenay taxpayers are being asked to do more than is appearing in the OCP.

The other reliance for supply of non-market housing in the Affordable Housing and CAC policy sections is for private builders of new housing to provide non-market housing within their project as a part of their approval process from the City. This will require various legal covenants, municipal reviews and follow up for conformance, at both private and public expense. At a broad level, the applicant's will need to determine if the market rents or sales of the market units can be raised high enough to subsidize the City's desire to include non-market housing within the project. It is a micro-scale version of 'taking from Shelly to pay Kelly'. The City taxpayers appear to be contributing zero to this cost, except perhaps some accumulated funds in the affordable housing CAC account. Projects at the margin of viability will be delayed until market rates can pay for the subsidy to the 15% non-market units --- which aggravates market rates for the 96% of units that are supplied by the private market, and delays supply of the non-market units. There is likely a more efficient way to achieve Council's stated goals.

Related to achieving affordable housing is the apparent lack of a link between the increased rate of CACs (\$8,000 per strata unit, \$5,000-\$7,000 for typical single-family lots) and what the \$5-\$8 million dollars collected over the next 5 years (based on 1,000 new market units) is proposed to be spent on. Increased CAC's will also increase development costs, further impacting affordability.

One general theme for affordable housing, both market and non-market, would be to take up the BC Housing minister's challenge to meaningfully increase supply to meet what is clearly a pent up demand for housing both here in Courtenay

and in many other centres of BC. Consideration might be given to whether the Development Permit processes can achieve much of their aim with less onerous application and less time consuming processes. As interest rates and supply chain concerns ramp up, the cost implications for all consumers from complex and lengthy municipal approvals will have a cumulative impact on affordability for all.

Partnership

With the deep concern for affordable market and non-market housing, the Staff-Builders Liaison committee at Courtenay should have bi-annual or quarterly meetings, including council representation. It could look at the general issue of streamlining approval processes and setting targets for review times for typical processes that could be monitored and reported to the full Council annually.

As an example, the City should not require rain gardens before developing a standard for the committee members to review and comment on prior to adoption.

Green Roofs on Part 3 Buildings

The City has 33% canopy coverage now, and it wants that to grow to 34-40% over time (NE4). That is a growth of 1% to 6% in canopy over the total City. Is a requirement for 20-60% green roof for Part 3 buildings a cost-effective way to do that in the Courtenay context?

Secondary Growth Area

Extend the Secondary growth area along Ryan Road from Anderton to the Primary growth node centred on Lerwick Road, to create a denser, linear corridor supportive of frequent transit and active transportation.

Parking Courts

Is the intent to amend policy so that parking courts (p. 72) can be public road dedication allowing fee simple lots adjacent to them, or must they be private strata roads?

Periodically

P. 205 30 metres from natural systems 'periodically' under water. What is periodically – more than 50% of the year, 1 month or 1 day per year? We recommend more than 50% of the year.

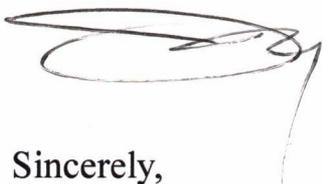
Flood Plain and Urban Ecological Corridors

How will the Urban Ecological Corridors and the Flood Plain impact land supply?

Final Thoughts

A recent trend we are starting to see is more development being pushed into CVRD settlement expansion areas and First Nation's treaty lands. This may result in Courtenay not receiving the development investment dollars that are needed to subsidize their capital works plans, AND their roadways, parks, amenities and other infrastructure will be utilized by increasingly larger numbers of people who do not pay tax to support the operation, maintenance and eventual renewal of this infrastructure. Other communities have suffered this fate..... unintentionally creating bedroom communities just beyond municipal borders. AND, eventually these bedroom communities are annexed. An effective community plan will look to control and direct development within their borders, so they are not inheriting substandard infrastructure from beyond their borders in the long term.

We would like to thank you again for the opportunity to provide comments on the Draft OCP and welcome the opportunity to review future drafts as the OCP continues to evolve based on public and stakeholder input.



Sincerely,
Murray Presley,
Director, CVDCA

March 15, 2022

City of Courtenay
830 Cliffe Avenue
Courtenay, BC
V9N 2J7

Attention: Tatsuyuki Setta, Planning Manager

DRAFT City of Courtenay Official Community Plan January 2022- Request for Feedback

On behalf of the McElhanney Courtenay Branch, we would like to thank the City of Courtenay (City) for the opportunity to provide feedback on the DRAFT City of Courtenay Official Community Plan (OCP) document. As members of the community in which we live, work, and play, we look forward to continuing to work with City staff and Council to realize the ambitious goals set out within this document.

The following commentary is provided in two sections: overall comments, and detailed commentary on specific policies. For the sake of brevity, we have focussed on policies that, in our view, provide an opportunity for refinement. It is worth noting that there are many policies in the document that are fully supported. We are not expecting a formal response from the City to any of the points raised below and offer these suggestions in the spirit of strengthening the document.

Overall Comments:

- It is our view that the growth concepts contained within the OCP are well done. The Plan prioritizes and focusses new development in urban and neighbourhood centres, major corridors and promotes a diversity of housing typologies in established single-family neighbourhoods. These growth objectives should help deliver the housing stock needed to accommodate a rapidly growing population. We understand that a separate application procedural review will be undertaken after adoption of the OCP document towards improving process efficiency and certainty.
- The OCP should be reviewed to incorporate the latest (2021) Statistics Canada Population Data, which suggests that the actual rate of population growth in the City of Courtenay is more than double of what was forecasted in the document. At the current rate of growth, the City's population should be approximately 35,000 by 2032, prompting the need to create roughly 300 new units of housing per year. Updated population figures should be included in the final OCP.

- While it is evident that the Plan objectives and policies are woven together and inter-related, it should also be recognized that advancing development applications also often require trade-offs and compromise. For example, a strategic infill property may not be conducive to accommodating a 30m default environmental setback while achieving the required density to make a project viable. We hope that City staff continue to be pragmatic and solutions-oriented when development proposals are simply unable to achieve all relevant OCP policies.
- Detailed in the specific comments below, there are many instances whereby policy is too vague and provides significant discretion left to staff to determine alignment with the OCP. While a certain level of discretion is inevitable, too much discretion often leads to uncertainty - the results of which can lengthen development application processing times and increase costs.
- Some policies introduce City regulations in matters that are already regulated by senior levels of government (such as the Agricultural Land Commission, the BC Building Code, etc). As such, the benefit of including these policies is questioned.
- It is acknowledged in the implementation section of the OCP that achieving many of the objectives outlined in the Plan are to be realized via land development. As detailed in many of the comments below, the policy framework should place a greater emphasis on the use of incentives to realize positive objectives, rather than regulation and/or additional fees. It is our concern that such measures will only add to the cost of residential projects (to the detriment of the City's affordable housing strategy) or worse, make projects entirely unfeasible.
- The overarching direction of the OCP appears to discourage the creation of new lower density, single family development. While the overarching growth strategy is generally supported, the City should also be mindful that there remains strong market demand and little existing supply of ready-to-build, single family zoned lots in the City. Single family homes remain a significant part of the housing continuum and the development of such remains a significant cornerstone of the construction and development community. It is our hope that the City continues to encourage opportunities to provide housing of all types.

Detailed Comments

Building and Landscape:

Part C – BL 8 (p. 107): *Require that new buildings subject to rezoning achieve net-zero GHG emissions as a condition of rezoning. This means buildings will be required to perform at or better than a mechanical energy use intensity (MEUI) of 30 kWh/(m²·year) and thermal energy demand intensity (TEDI) of 15 kWh/(m²·year).*



Comment:

Net-zero GHG as a zoning condition presents several issues:

- How will this be enforced? Does the City have resources to track for conformance?
- Why not regulate GHG via BC Step Code?
- Any review done in terms of how this will be reasonably achieved? Materials and skillsets readily available locally? Local certification available? Impact to construction costs?

Affordable Housing

AH 12: Require that a diversity of housing types and unit sizes be provided in new residential subdivisions, and rezoning applications.

Comment:

This policy seems to suggest that the Approving Officer can dictate housing forms when considering subdivision applications. While ensuring that there are opportunities in single family subdivisions to permit secondary suites and carriage homes is supportable, the Approving Officer should not be given too much discretion to require other housing types that the developer may not wish to consider based on several potential variables such as continuity with the neighborhood, infrastructure capacity constraints, anticipated project duration, market conditions, etc.

*AH 13: Encourage the provision of 3+ bedroom units **as part of a mix of unit types**, in new multi-residential buildings to create more housing choices for families.*

Comment:

Again, the City's desire to create more housing for families should be mindful of market realities. This policy suggests that the City can dictate unit types in a multiple-family project. An improved policy might be to encourage 3+ bedroom units as part of a mix of unit types. Perhaps the addition of such large units is offset by bonusing the number of available smaller units, within the total development proposal. Suggested amended policy is shown in bold.

*AH 17: Do not permit the conversion of existing occupied multi-residential rental buildings to strata ownership **when the City's vacancy rate is less than 3%, as posted by CMHC.***

Comment:

While generally supportive of the concept of protecting rental housing stock, a policy that restricts strata-title conversions should be tied to the City's vacancy rate, rather than a blanket policy that prevents conversions altogether. Suggested amended policy is shown in bold.

AH 18: Implement Residential Rental Tenure Zoning to protect existing and proposed rental housing stock



Comment:

This policy should be tempered, and the unintended consequences should be considered. For example:

- There are a very small number of BC municipalities using rental tenure zoning
- Rental tenure zoning , on its own, does not control rents
- Developers could choose to invest in other municipalities that do not have restrictions on ownership.

Introducing rental tenure zoning could be accompanied by incentives – i.e., introduced as part of density bonussing, or applications being “fast tracked” through the application review process.

Natural Environment

Part C – NE 28 – explore development incentives and negotiation tools to encourage protection of the natural environment beyond minimum standards.

Comment:

Why are negotiation tools needed to protect the natural environment? These areas are prescribed by Environmental Professionals – what basis would staff have to increase these areas beyond protection areas prescribed by QEPs?

Part C – NE 31: Establish a requirement within the Environmental Development Permit Area guidelines for a 30-metre setback from the stream boundary when conducting development on properties subject to the Riparian Areas Protection Regulations (RAPR), whenever opportunities for a 30-metre setback is possible.

Comment:

It is our opinion that the required environmental setbacks be established by a Qualified Environmental Professional (QEP) based on the specific site characteristics and Provincial policies that govern. Blanket policy that is absent of due consideration of relevant site features could be detrimental to both the development proposal and the community at large. Is it appropriate for City staff to “define opportunities for a 30m setback” as an alternate to a QEP?

NE 32: Explore conducting an analysis to establish setbacks on streams subject to the Riparian Area Protection Regulation (RAPR), particularly for areas where a 30-metre setback cannot be achieved.

Comment:

Similar comment above – there isn’t much need to evaluate the QEPs methodology upon being accepted by the Province.



NE 34 – *Continue to encourage participation of environmental stewardship organizations early in the design stages of a development project within or near sensitive ecosystems.*

Comment:

The appropriateness of having third parties being involved in the City's development application review is questionable. Doesn't this open the door for other agencies to be involved in application reviews? Who gets to decide which agencies should be involved? City staff then decide what/ if any agency concerns need to be addressed and how? How does this affect application processing times?

Sensitive Terrestrial Area Mapping – Map F-7

Comment:

Map F-7 introduces Terrestrial Environmental Development Permit Areas as well as highlighting opportunities for Ecosystem Connectivity. In some cases, ESA areas encompass most if not all individual properties, such as many properties in and around the existing South Arden Local Area Plan Area. The City should disclose whether Environmental Assessments, prepared by Qualified Environmental Professionals, were used to derive the mapping boundaries. Policy should also clarify that the intent of this DPA is not to prevent development entirely, but rather to encourage clustering of development, and allowing increases in allowable density, in areas that potentially contain Environmentally Sensitive Lands.

Municipal Infrastructure

MI 4 – *Coordinate between City divisions, other levels of government, and utility service providers to ensure all infrastructure expansion and renewal projects consider multiple community objectives and agency needs.*

Comment:

Utility providers have detailed specifications that govern their plant. Has the City reached out to those specified above to confirm alignment with the policies presented within this Plan?

MI 6 – *Support variances to development and servicing specifications to permit green infrastructure, public amenity or active transportation infrastructure on public land where such opportunities are technically feasible, where operations and maintenance considerations have been identified and are supported and where such infrastructure is in accordance with the vision and goals of the OCP.*

Comment:

There have been numerous discussions regarding the implementation of green infrastructure within City rights of way in the past. Most recently, during the derivation of the Subdivision and Development Servicing Bylaw 2919. Such discussions have concluded without any formal policy or specification. Are all City departments now aligned on this initiative?



Arts, Culture and Heritage

ACH 5 (p. 157) Support cultural amenity contributions as part of the community amenity contribution of new development.

Comment:

Replace CAC negotiations with density bonusing or other incentives to promote culture.

Food Systems

FS 17 – Amend the Zoning Bylaw to guide the location of buildings and structures, including agricultural structures, to maximize the agricultural potential of prime soil resources. This includes establishing maximum farm residential dwelling and footprint sizes commensurate with urban lot areas and establishing maximum road setbacks.

Comment:

Why amend zoning regulations to limit footprint sizes when this is already regulated by the ALC? Could it be argued that allowing some forms of development on ALR land (i.e. secondary residences, suites, etc) could provide income for farmers while providing more attainable forms of housing? The ALC has established policies to allow secondary, non-farm related housing, on ALR land.

Parks and Greenways

Map F-9 proposes general locations for new proposed parks. The general need for new neighbourhood parks is certainly encouraged, however, there does not appear to be any supporting policy, both in the draft OCP and the City's existing Parks Master Plan, that provide any additional details in terms of the size or type of park that is desirable. Providing these details upfront would help clarify expectations upfront.

Implementation Review

Development Approval Information Area

Comment: the requested DAI information is well thought-out, however, the "criteria" for when certain items are vague and imbeds too much staff discretion in the process. For example:

- the requirement to submit a Traffic Impact Assessment does not contain a unit threshold for when an analysis is triggered.
- For Acoustical Impacts, how does someone establish whether a development application is too "close" to residential properties?
- For Site Access and Servicing Reports – clarify which applications are exempt from these reports (i.e. perhaps based on number of proposed units?)

Community Amenity Contribution Policy

Comments:

- As the City is aware, there is no statutory authority for local governments to impose Community Amenity Contributions, and as such, CACs function as a tax.
- The City should clarify which development proposals are exempt from paying CACs. Will a rezoning application to allow a secondary suite be required to pay a CAC? Imposing an “affordable housing” CAC on projects that provide attainable and affordable housing, across the housing spectrum, should be exempt.
- Rather than impose a larger CAC that will be passed-on to the end user, thereby decreasing housing affordability, or serving as a dis-incentive for the developer to proceed with a project entirely, the City should consider affordable housing policy that includes density bonussing that allows for higher density development in exchange for setting aside affordable housing / supportive housing units.

Once again, thank-you for the opportunity to provide comment on the Draft OCP. We would welcome the opportunity to review future drafts as the OCP continues to evolve based on public and stakeholder input.

Sincerely,
McElhanney Ltd.



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March 15, 2022

Planning Division – City of Courtenay
830 Cliffe Avenue
Courtenay, BC V9N 2J7

Attention: Nancy Gothard, Policy Planner
Tatsuyuki Setta, Manager of Community and Sustainability Planning

Reference: OCP – Development Industry Meeting Comments (Iconic Developments Ltd.)

As part of the Development Industry meetings for the new Official Community Plan (OCP), please find our comments below for consideration per the noted deadline of March 15, 2022.

We are the property owners of the address located at 4759 Headquarters Road and have some concerns with the proposed land use designation of our property.

Our concerns and comments are as follows:

Overview of Headquarter Properties and Existing Use

The enclosed drawings (see attached) helps us understand the current use of the river side properties on Headquarters Road.

The current zoning of our property is R-1A and a small piece zoned C-2A are both identified on the enclosed map.

The north neighbour property has the following uses:

1. The Bear Shack – a commercial business that is busy with traffic and front parking. It has been a very successful business and a nice addition to the community.
2. A large garage housing car parts for commercial use, operated by a part Mayor who loves cars as we do.
3. Rented home on site.

These uses seem to be within the zoning requirements and add flavour to the area since many in community use or visit them.

The south neighbour property has the following uses:

4. A community garden used by locals for growing fresh veggies – great idea and well used by the community.
5. A commercial woodshop used for various work with tools and saws set up.
6. A small house used as part of the Wellness Retreat run by the owner.
7. Residence lived in by the owner.
8. Wellness tents / rentals for summer guests – nice use of the space and river area.
9. Proposed new modular home for family – application being worked on currently.

These uses seem logical for this site, and again, adds character and activity to this area. As direct neighbours, we support the owners' ambition and vision, although not creating an 'agricultural' setting in any way.

The far north property has:

10. Home residence.
11. Quality Antique Furniture – a local business that specializes in refinishing and selling furniture products. Again, a wonderful business in the area and one well visited. However, it does not seem to meet current zoning or agricultural use.

Some Land Use Highlights Proposed with New Draft OCP

1. A change to higher residential densities (up to 6 stories) on properties fronting on the east side of Headquarters Road in order to support more housing opportunities and diversity close to Town centres (e.g. Lower Ryan Road and Downtown Courtenay). These would require rezoning applications in order to be considered prior to approval for such density.
2. The Tsolum River floodplain is designated as agriculture designated lands, which the properties Headquarters Road on the west side fall within (the OCP would support up to two units on any of these lots in the form of duplexes, secondary suites or detached secondary dwellings [e.g. carriage house]).

Concerns

We, Iconic Island Dwellings, owner of the 4-acre site located at 4759 Headquarters Road, has attended every open house from its inception and offered comments as to the new OCP's plans for the property. Densification was 'always' the key work here and for two (2) years now, we have been working with the City planning and Engineering departments to ensure this site will be serviced and safe due to the floodplain. Current Floodplain mapping for this area designates a flood construction level of approximately 6.15 m. Based on contour mapping of the site, portions of this property lie outside the 200-year floodplain mapping and are above 6.15 m, while the remainder is at or near the elevation of 6.15 m with expectation of small hole in the middle of the site.

As to the agricultural land designation, we are at loss as to who suggested this as none of the current land owners want this, including ourselves. Is the voice of the people really being heard here?

We find it baffling that after all there is currently now on these properties and the work performed to date to propose attainable housing with staff and Council, this suggestion even comes up. Going backwards to an agricultural setting is setting us all up for a huge misfortune and would not be in any way practical for the land owners on the river side.

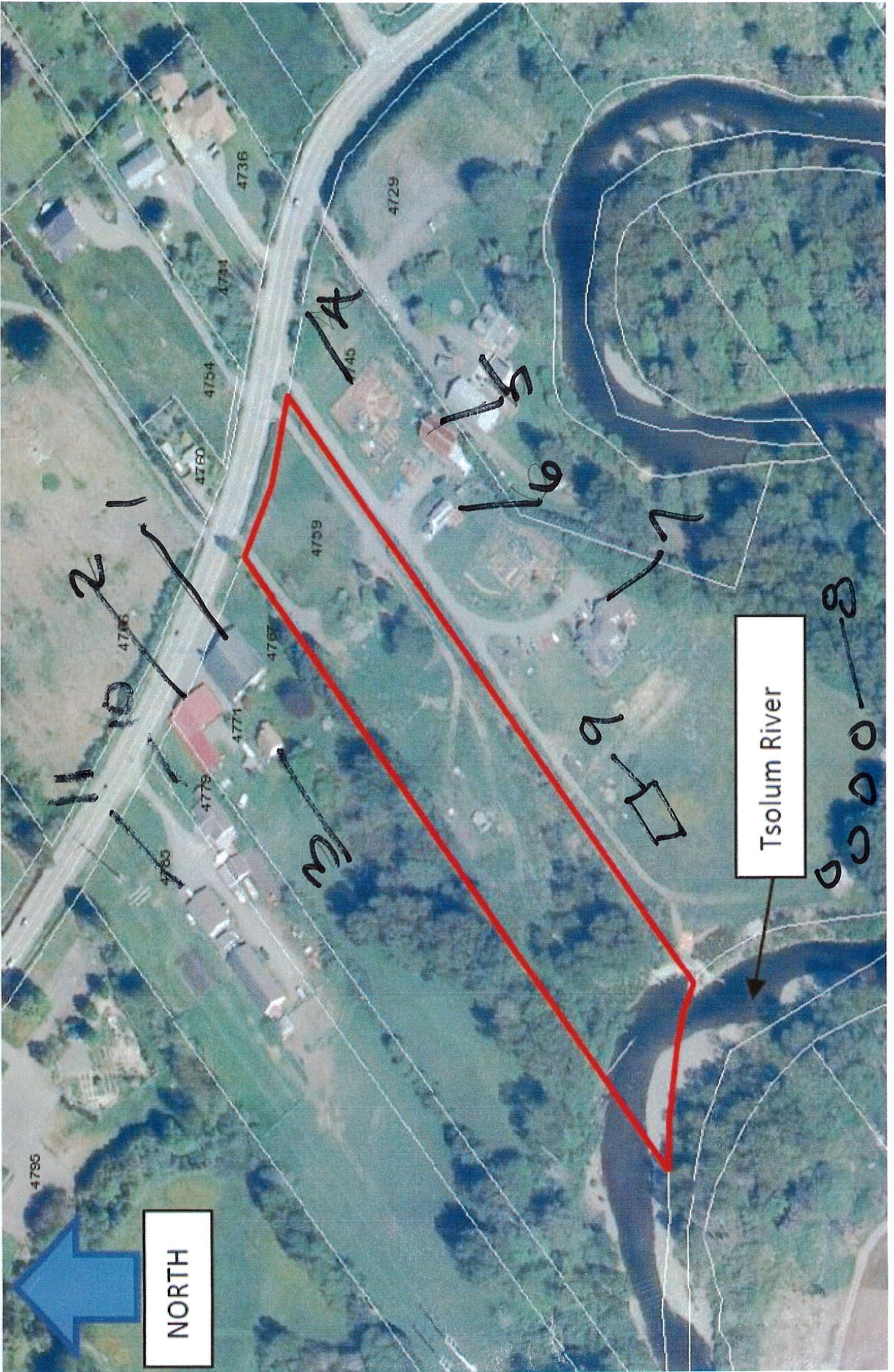
In the spirit of getting back on track and allowing for the demand of densifying this area, please give consideration for a more appropriate land use. We would, thus, ask for further dialogue to be continued before a final decision is made.

For reference, we have attached a copy of a development synopsis of our property.

Thank you for your time, and we await your reply and a time to discuss further.

Regards,

Kip Keylock
Iconic Island Dwellings



NORTH

Tsolum River

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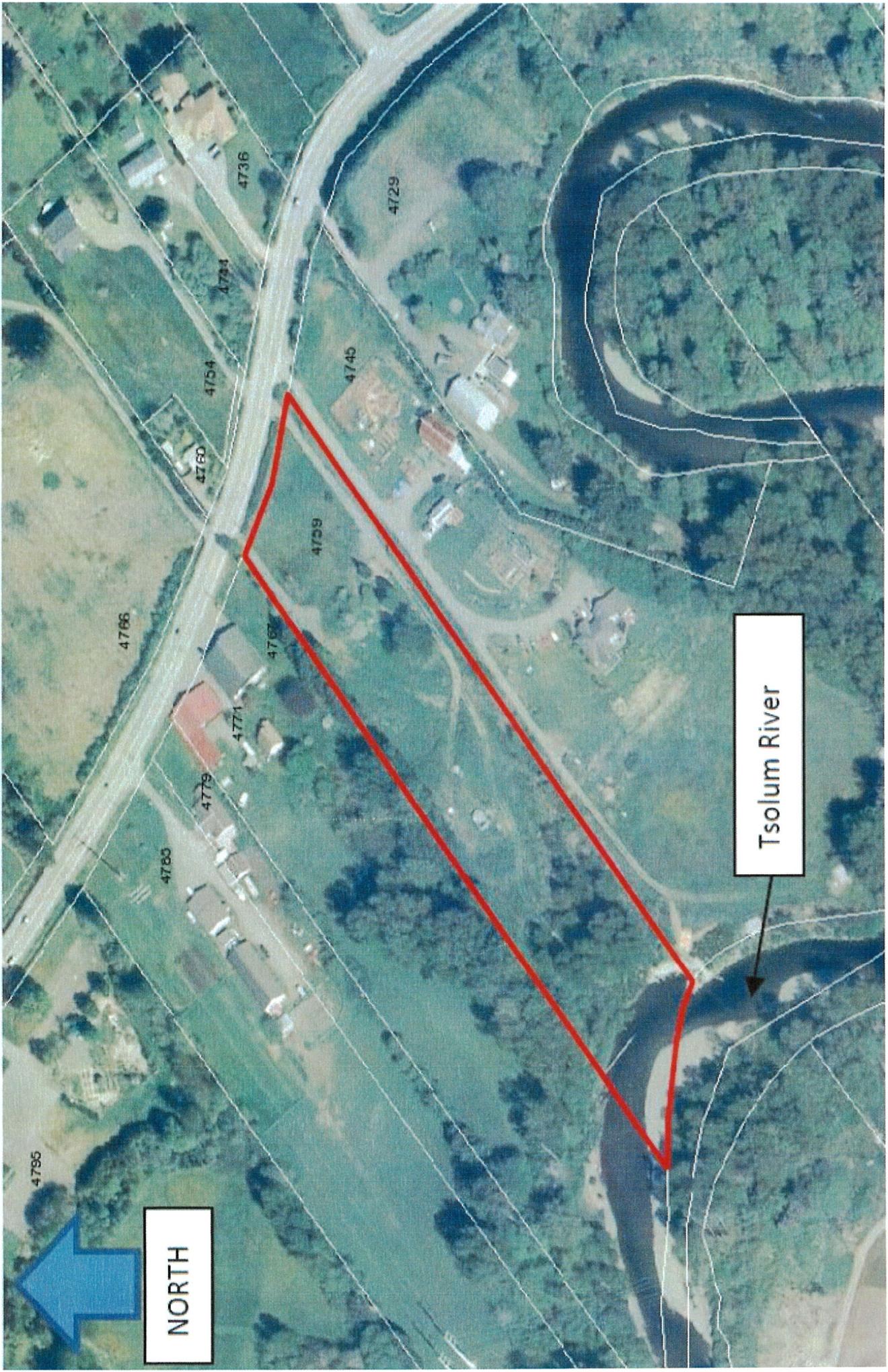
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NORTH

Tsolum River

OCP response topics

Building related topics:

- DP/BP timelines need to have a commitment from Planning/Building not just because it's being imposed by the province.
- Slow implementation of OCP to make public aware of the cost impacts to housing
- Abandon notion of affordable housing as all aspects around the new OCP will push housing out of reach further
- Abandon the maximum 2 pre-application meeting policy. Meeting with all department heads before an application will reduce timelines and staff workload.
- Cost/charges - \$8000/door- How will these charges be justified to the consumer (they pay in the end)
- Disconnect between City Policies and goal for affordable housing – additional costs are going directly to the consumer.
- Higher percentage of consumers pay more, to allow for a small percentage of “affordable housing”
- Step Code – Courtenay will have the most expensive buildings outside of Vancouver and Victoria if it's implemented

Environmental related topics:

- Environmental setbacks are draconian and do not mimic biological science and data, these setbacks further contribute to rising costs
- City tree cutting and retention policy has been applied in a wishy-washy way. Clarify the policy as part of the OCP and follow it as per Bylaw, not at the directors whim.
- Green roofs – again, another crazy idea with no rebates for costs to purchasers or renters

- Create a panel or committee to discuss industry challenges and limitations on a quarterly basis:
 - Planning
 - Building
 - Engineering
 - Building Community Reps
 - CAO
 - Council/Mayor



Morrison Creek Streamkeepers
241 Woods Ave
Courtenay, BC V9N 3Y7

Dear Planners,

We would like to thank the City for giving us the opportunity to comment on this important document. We would also like to applaud the City for listening to its citizens during such a difficult period and incorporating those concerns into the 4 cardinal directions and, for us as stewards, that nature and the natural environment figure prominently. Nature and the environment have been one of the top priorities expressed in the Comox Valley Community Foundation surveys. We are generally happy with the tone and substance of the draft OCP but feel a few simple changes would make it better able to serve all of us.

The Morrison Creek Streamkeepers are extremely concerned that Morrison Creek does not appear in the document at all. This means that developers or others from outside the community may not be aware that Morrison Creek has an endangered species requiring extra protection accorded by the Species At Risk Act. This is especially problematic since Lake Trail is one of the growth nodes for the City thereby encouraging potential developers to come into our watershed without anything showing the special status that Morrison should receive. By leaving it out this does a disservice to ourselves, our creek and the development community. At the very least, Map B-4 on p 67 should show that the area on the north side of Lake Trail road is an environmentally sensitive area.

As streamkeepers and stewards, we feel a weakness in the document is the lack of linkage between the various sections of the document and feel that could be easily corrected with a small clause added to the appropriate sections, listed at the end of this document, to indicate that infill or other construction should be an exception in riparian or environmentally sensitive areas. This lack of linkage is also evident in the DPA Guidelines as shown at the end of the table. This would help protect our natural assets, a stated goal of the OCP, as well as saving staff and developers time and money by indicating that there are exceptions that need to be considered.

We are somewhat disappointed that partnerships and community collaboration are mentioned in the document in relation to some things but not towards protection and restoration of watersheds. There are several streamkeepers/watershed stewardship groups in the City that have collaborated with the City on education and signage and are willing to continue doing so.

Kathryn Clouston
Secretary
Morrison Creek Streamkeepers

Page Number	Section	OCP Language	Concern
49-51	Secondary Growth Locations		
	Neighbourhood Centres	Figure B-1 and Map B-1 encourage development near Lake Trail School.	<p>Arden Creek flows through almost all lots on the north side of Lake Trail Road. Properly applied setbacks will significantly reduce the developable area in this location. In such areas where multiple properties contain ESAs, these should be <u>clearly designated</u> as distinct from the rest of the node where growth is being directed.</p> <ul style="list-style-type: none"> • The Morrison Creek Lamprey Action Plan requires 30m protection around the creeks and wetlands which further impacts possible development in and around this area.
	Figure B-1 and Map B-1		<p>The goal of increasing density by allowing two dwellings per lot should not be allowed to justify reduction of setbacks from streams. Indeed, these <u>buffers need to be strengthened</u> to defend our natural environment from further encroachment and degradation from human impact and to ensure our natural assets continue to provide services such as flood attenuation.</p> <p>In both this and the previous case there is a conflict between the policy of promoting densification and the policy of protecting ESAs, and in particular respecting the 30 meter stream setback. We can choose where development goes but we cannot choose where streams go. Therefore, protection of the riparian corridors should take precedence.</p>
53	LU 2	Direct residential intensification to the primary and secondary growth centres	Great care must be taken to avoid moving that same development pressure to the remaining natural areas <u>within</u> the City: our riparian corridors. These are extremely valuable for flood attenuation, fish and wildlife, carbon sequestration and urban tree canopy. They will define the look and feel of

			<p>our growing city. Their conservation and protection must be given the highest priority</p> <ul style="list-style-type: none"> • could add a clause to say “except in riparian and Environmentally Sensitive Areas” (ESAs)
54	LU 3	Support and encourage infill housing choices	<p>Similar concern as in LU2, pertaining to secondary suites or especially secondary detached units encroaching into riparian areas.</p> <ul style="list-style-type: none"> • could add a clause to say “except in riparian and Environmentally Sensitive Areas”
	LU 4	Outside of primary and secondary growth centres, prioritize higher density proposals adjacent to transit corridors and within the Multi-residential land use designation.	<p>Similar concern as in LU2, pertaining to secondary suites or especially secondary detached units encroaching into riparian areas.</p> <ul style="list-style-type: none"> • could add a clause to say “except in riparian and Environmentally Sensitive Areas”
	LU 5	Strongly discourage new growth outside of the primary and secondary growth centres and infill areas, except where existing zoning permits.	Should also strongly discourage new growth in areas with known or anticipated flood risk like along the estuary and waterways not indicated in the floodplain map/section as climate change will be bringing more strong storms and big rain events.
70	6	Amend the Zoning Bylaw to facilitate development of secondary residences on smaller lots, without having to obtain a Development Variance Permit.	<p>In lots along stream corridors this may make it more difficult to avoid encroachment into riparian areas. Better to steer proponents toward alternative solutions such as adding an additional storey rather than a detached unit.</p> <ul style="list-style-type: none"> • Could add a clause to say “except when it impacts riparian areas or Environmentally Sensitive Areas”
114	AH 10	Support higher housing densities,...to permit two dwelling units per single residential lot	This policy will amplify development pressure in ESAs. Some nuance needed in this policy. Cumulative impacts are a huge concern here, as well.
	AH 11	Amend the Zoning Bylaw to reduce minimum lot size requirements...	Small lots close to riparian areas would have restrictions on site development to avoid riparian encroachment. This opens the door for a proponent pleading “hardship” and obtaining approval where it is not appropriate.

			<ul style="list-style-type: none"> • all of these items should have a clause to indicate “except where they impact riparian areas and ESAs”. Without that clause these items conflict with NE1 - “Remaining sensitive ecosystems are protected; lost or degraded sensitive ecosystems are restored”
			<p>Within or adjacent to ESAs and riparian areas, AH 10 and 11 are contrary to or make more difficult:</p> <p>NE 25 “Do not permit development within Environmentally Sensitive Areas...”</p> <p>NE 26 “Ensure connectivity of properties and landscapes to support ecosystem processes...”</p> <p>NE 16 “Limit the extent of impervious surfaces..”</p> <p>NE 18 “maintain and/or restore the water balance.” unless a caveat of “except for lots by waterways or ESAs” is added, or referring in Affordable Housing Sections to NE 27 “Enact Zoning Bylaw requirements to avoid impact to sensitive ecosystems..”</p> <p>NE 5 “Development practices meet ecosystem health and site adaptive design objectives”</p> <p>To emphasize how both growth and ecosystem protection will achieved.</p>
115	AH 21	Conduct a development process review in order to recommend improvements...	We suggest highlighting the existence and implications of ESAs so that proponents are fully aware of their constraints and the City’s support of them at the outset.
117	Courtenay Today, second paragraph	Sensitive ecosystems in Courtenay include...	Should also include any springs as these are very important to many of our waterways.
119	NE1	Remaining sensitive ecosystems are protected; lost or degraded sensitive ecosystems are restored	Add a definition of sensitive ecosystem (ESA) and include springs . (Note: Wetlands are included - see Map F-6)
	NE 2 & 3	Use an ecosystem-based approach to watershed planning...	Watershed planning and connectivity corridors should be cross jurisdictional and include the Village of Cumberland, CVRD and the Town of Comox
P 121	Footnote 1	...Known aquatic and terrestrial	Those are actually maps F-6 and F-7

		Environmentally Sensitive Areas within Courtenay's boundaries are shown respectively on Maps F-3 and F-4.	
	NE 8	Work in partnership to minimize the further introduction and spread of invasive species,...	Partnership should be defined and include Watershed Stewards , streamkeepers and similar Nature Conservation Groups. The work should also include protection and restoration of waterways not just invasive species.
	NE 9	...to inform a Biodiversity and Green Infrastructure Network Strategy...	This and all other strategies should be cross-boundary/multi-jurisdictional to ensure the protection of ecosystems and watersheds which do not stop at the borders of the various municipalities. Suggest this become a Regional Biodiversity and Green Infrastructure Network Strategy.
123	NE 21	Tree planting	The City should reconsider the number of trees (300) which seems to be too low in consideration of the national/provincial strategy to plant 2 billion trees.
	NE 22	Tree removal	Ensure regulation and enforcement of Tree Protection Bylaw.
	NE 23	Continue to integrate City trees, forests, and green infrastructure into asset management	Increase the weight given to Natural Assets when deciding on approvals impacting riparian areas.
124	NE 27	Enact Zoning Bylaw requirements to avoid impact to sensitive ecosystems...	The Affordable Housing sections need to refer back to NE 27 and NE 5 so it is clear to all what is desired. Many people won't read through the entire document but simply find the area they are interested in, so the various sections need to reflect each other and not stand in isolation, so no one needs to hunt to for all the information to get the big picture.
	NE 31 - 32		This policy improves clarity that the full setback is strongly supported. If the City policy is 30-meter setback, and the developer wishes to gain more developable land, then the proponent's QEP should have to make a compelling case that this is biologically and hydrologically sound <u>and</u> present a sound strategy for mitigating the inevitable effects of encroachment.
125	NE 38	Work in partnership on the development and delivery of robust public education campaigns...	We support this and suggest that this could include elements such as simple signage (gentle reminders?), occasional information-table-in-the-park events and perhaps some public education around dogs in the natural environment and especially in stream

			channels
137	Courtenay Today, third bullet	The City's storm drainage infrastructure ...	Also discharges to Piercy Creek and Morrison Creek. Please add them to the document
142	MI 14	Consider watershed health objectives at the outset of all sub-area land use planning...	Concern that development will get ahead of planning in the Lake Trail neighbourhood. Appendix X Table E-1 indicates "Medium Term" priority.
	MI 15	Ensure that rain and stormwater management planning and infrastructure support both watershed health and public safety objectives by:	<p>We fully support this policy.</p> <ul style="list-style-type: none"> • Concern/Suggestion re: roof drainage. Presently most roof leaders (downspouts) connect to the City stormwater system. When moss removal chemicals are applied, these go directly to the nearest stream. What is the City's policy on this ongoing pollution source and how best to address it? • What about cumulative effect • There also needs to be consideration for cross-jurisdictional development or changes.
164	FS7	Review the Zoning Bylaw to allow more accessory structures for urban agriculture (both on rooftops and at grade), with consideration to their sensitive integration into the neighbourhood	Add consideration for ESAs and riparian areas , too as these structures would add more impermeable surfaces and changes to the hydrology and natural vegetation.
185		Community Education, Engagement And Partnerships	We look forward to working with the City in helping to improve public education relating to streams and natural areas and also in ongoing care and stewardship of these areas.
	Development Approval Information Areas		
187	Flooding		<p>The language seems ambiguous about whether it includes the floodplains of streams not indicated on the Floodplain map</p> <p>The Floodplain map is F-2 whereas the text refers to map F-3 (p221)</p>

			<p><u>Concerns around floodplains.</u></p> <p>“The problem” of development around floodplains has frequently involved simply adding enough fill and/or riprap to protect the new asset from high water. Issues with this approach:</p> <ul style="list-style-type: none"> ◦ directly erases habitat, ◦ degrades a municipal natural asset ◦ reduces the flood capacity of the waterway ◦ affects stream’s summer base flow by reducing sponge area ◦ potential to impact structures already in place, ie displaces water to another’s property
187 & 189	3 8 10	Natural Environmental Impacts Urban Forest Impacts Hydrological Impacts	<p>Text of 3 refers to Map F-1 Aquatic ESA but should say F-6 (p225) and Terrestrial ESA map as F-2 when it is F-7</p> <p>Please add Morrison Creek to the legend and coloured area of Map F-6. It should be distinct from the Puntledge River.</p> <p>The “Rationale” section seems to cover most concerns with this section as well as the Floodplain section. Need to add springs which are important to many of our watersheds.</p> <p>There should also be consideration of the impact of servicing proposed developments: roads, powerlines, stormwater management etc. which are essential for, but not on the actual property being developed.</p> <p>The previous point also applies to items 8 & 10 on p 189:</p> <p>10. Hydrological Impacts - needs to include the effect of cumulative impacts on the hydrology of the area.</p> <p>A concern is that many developers use old data from Comox Airport with some adding a slight increase to reflect climate</p>

			change. Comox Airport does not reflect the weather across the City in many cases so there should be some way of directing them to use data closer to their development like from the schoolnet weather system or some other source.
194	Table D-3: Desired Amenities	Lake Trail Neighbourhood Centre: Lake Trail Road upgrade (multi-use path)	Arden Creek flows, in part, down the ditch along Lake Trail Road. Please ensure that road, path and any associated drainage alterations do not impact Arden Creek flow patterns.
206	DPA , Objectives	3. “Restore and Enhance previously degraded ecosystems” and 6. “Meet and generally exceed RAPR requirements”	Consider requiring in QEP reports, a section describing: <ul style="list-style-type: none"> any existing areas in the SPEA which should be restored and stream channel improvements where appropriate Map D-5 Aquatic ESAs: <ul style="list-style-type: none"> Please add Morrison Creek to the legend and coloured section. It should be distinct from the Puntledge River. NE 31 & 32 indicates that the full setback is strongly supported. If the City policy is 30-meter setback, and the developer wishes to gain more developable land, then the proponent’s QEP should have to make a compelling case that this is biologically and hydrologically sound <u>and</u> present a sound strategy for mitigating the inevitable effects of encroachment. If the idea is that one can only use the SPEA if a lot is completely undevelopable then the DPA should say that. That would remove some of the ambiguity that developers have complained about.
	Appendix X		
APPXiii	17	Establish and/or promote incentive programs to support decarbonizing and energy efficiency in existing buildings.	Add or modify this item to ‘Establish and promote incentive programs to support creation of permeable surfaces to support meeting Integrated Rainwater Management Objectives’, or it might go with item 26

			“Explore expanding user fees and charges approach to rain and storm water infrastructure.”
APPXiv	25	Investigate infrastructure systems and technologies to improve energy efficiency and resource reuse.	Add ‘Investigate rainwater infrastructure systems (retention systems) and technologies to improve the efficiency in consideration of climate change effects.’
APPXvi	35	Explore opportunities for establishing volunteer programs that promote community-based stewardship of parks and natural areas and connect residents to programs and services.	What about watersheds? Promote a community based Collaborative Comox Valley Water Management Initiative. The other items in the appendix are actions instead of suggestions so this one should simply start with “Promote community...”
		DPA Guidelines	
45	para 9 a ii 10c	The building is located within an existing developed area; Renovations, repair, and maintenance to existing buildings, structures, and utilities provided the structure remains on its existing foundation, does not extend the structure footprint either horizontally or vertically beyond its pre-existing condition, and is in compliance with the Local Government Act.	Let’s them potentially use the structure in a bad location as a secondary home on the property putting yet more negative pressure on the ESA. This is contrary to the OCP where it says opportunity will be taken to restore degraded ESAs and is contrary to RAPR p 52, 35 b i - ii. Why can’t all EDPA areas be the same as the Estuary p 53, para 39 (Aquatic, riparian, and upland areas that have been lost or degraded by previous land uses shall be restored to maximize their value as fish and wildlife habitat.) instead of grandfathering in the wrong thing?
15	48 d	In residential environments, tree and plant selection should prioritize edible species and active urban agricultural uses should be included.	Contradicts item 14 on p 48 without the caveat “ outside of the Environmentally Sensitive Areas ”
31	39	The landscape plan shall include fruit trees.	Contradicts item 14 on p 48 without the caveat “ outside of the Environmentally Sensitive Areas ”
48	14	Landscape requirements on the property, outside of the Environmentally Sensitive Areas, shall be complementary and supportive of the habitat types and ecosystem values within the protection areas	is contradicted by the other parts of the DPA Guidelines (p15 & 30) that says fruit trees and urban agriculture should be the vegetation types used around multi-family structures but some of them may be in riparian areas/ESAs.

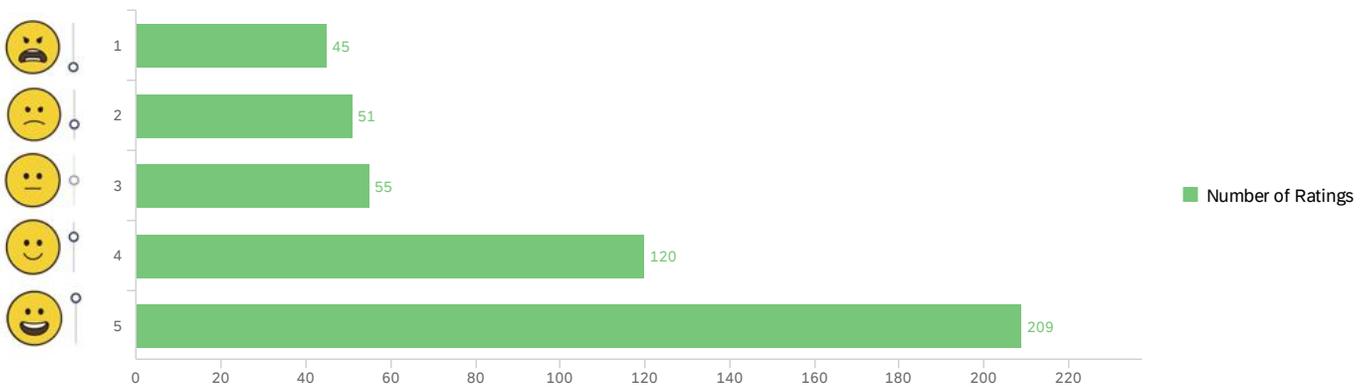
Default Report

Courtenay Draft OCP Review Survey

March 9, 2022 12:58 PM EST

1 - Growth Only in Existing Areas Happy Face

#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Growth Only in Existing Areas Happy Face	1.00	5.00	3.83	1.34	1.79	480



#	Field	Choice Count
1	1	9.38% 45
2	2	10.63% 51
3	3	11.46% 55
4	4	25.00% 120
5	5	43.54% 209
		480

Showing rows 1 - 6 of 6

1 - Growth Only in Existing Areas Comments

Growth Only in Existing Areas Comments

I like the idea of preserving our natural environment instead of spreading out into it.

As a council and cao you did not follow the old plan so I do not see any reason to waste money and time on a new one.

I agree with the protection and maintenance of existing green spaces.

We don't want to over populate an area and create high density issues. There is room to grow towards Royston, Cumberland, Merville and Black Creek.

As a great-grandparent, I am desperately concerned about a future for my children's' children and so one. I know how the green natural spaces are huge contributors to the success of the city's reaching its goal of 2050 (not soon enough I might add). We need those green spaces to protect us all from the devastation of climate change already underway and to support food security. Every place where people live is special in their eyes, but here on the Island we really don't have infinite resources. If we don't intend to force people away from their homes and land to some place far more endangered (the mainland is a case in point), we need to start acting like it.

Balance is key. And we must leave room for nature and not push our infrastructure past its limits in the name of growth.

This is fine

" Boundary extensions will only be considered for the purpose of creating commercial.... " Seems like growth only considered for those who will grease the pockets of city officials. What about affordable space for families with a yard

It's a nice sentiment, but if Courtenay is a city of choice then it's going to be extremely difficult to achieve without going vertical in ways that the population will not approve.

The city needs more building lots and affordable housing.

the fact that our communities big worry is affordability of housing and yet you limit the extension of boundaries to only commercial and industrial seems a little off kilter. The lack of affordable housing is due to the lack of supply. People want to be in the Comox Valley so if we limit the housing it will absolutely become unaffordable for lower income families.

Courtenay is growing at an alarming rate with many people moving. If we need to expand we should.

I believe this vision is short sighted. How does the city plan to meet future growth when most people that wish to live here want single family homes? The majority of new residents come here from larger urban centers to retire and do not wish to live in multi unit complexes.

We need smart growth in Courtenay.

At this time infills will not allow for community growth. There is already a homelessness crisis and not allowing to expand means that housing prices will just keep going up and not meet the community demand for housing. Both would be a better option

Contain urban sprawl

Great, however there must be solutions for traffic to accommodate greater density.

I am so glad to hear that our natural spaces will be protected and that we are avoiding urban sprawl which has negative environmental effects.

Sprawl costs everyone money and dilutes resources.

Extending the City boundary just costs the city more money to support extended services.

Better to build and improve within urban boundaries than allow urban sprawl that uses valuable land.

Limiting the expansion of Courtenay's boundaries will help to ensure preservation of ecologically sensitive areas and thus reduce our carbon footprint.

Dont destroy all the old buildings

... i am a little confused about this one... because i have met a lot of people who envision the future to include "tiny home communities"... in natural environments... and so with so much focus on near downtown density for all the "new" residential concepts... i am not sure how "inclusive" this plan is... in regards to honouring the diversity of housing preferences for different people... with different perspectives...

I already feel so sad about the growth and loss of natural spaces in our beautiful city that I have lived in for over 30 years. We do not need to cut down any more forests.

Restricting development supports communities, encouraging services to be based where the people are while also supporting car-less travel. I feel that it's important to zone for development that is more dense, with fewer stand alone houses and more shared walls and spaces. More contact with people supports a sense of community and reduces isolation.

Growth within the limits is critical to achieving a more livable city

Limiting options for individuals to inhabit and care for land is not right. To say that government and corporation are the only ones who have the right to any land use outside of the current limits sounds like socialistic ideologies that have never faired any country who have adopted these ideas well. It breaks down the very economic, social and creative fabric of a society. It allows the rich to get richer and the poor to get poorer and sicker.

I do not support increase in riparian to 30 metres. not necessary. Outside City's mandate.

I believe that developing existing infrastructure is key to making the City of Courtenay more livable. Spending time and money expanding the city without caring for existing infrastructure is imprudent.

Pleased with this approach

The protection of natural spaces is critical in terms of preserving the environment and ecosystems upon which we depend, helping to control climate warming, maintaining strong agricultural opportunity and preserving recreation values.

not a fan of urban sprawl into agricultural or recreational land

Sounds reasonable in theory, but it seems there is still a lot of "sprawl" development presently occurring within City boundaries, all cascading from previous land use/zoning decisions made 10, 20 or 30 years ago.

It is vital to preserve what little remains of "wild" lands in terms of protecting biodiversity. Humans think little about how interconnected we are with the natural world, but we need healthy biodiversity in order to have healthy humans. Similarly, it is vital to preserve current agricultural lands. As we can see from issues with the global supply chain now, globalization is not going to work. Localization is the way of the future. Healthy communities need a healthy economy and a healthy economy needs local goods and services. Food security requires local agriculture and that requires agricultural land. Globalization, where the developed world uses the undeveloped world for essentially slave labour, must end.

Economics

Great care must be taken to avoid moving development pressure to the remaining natural areas within the City: our riparian corridors and environmentally sensitive areas. These are extremely valuable for flood attenuation, fish and wildlife, carbon sequestration and urban tree canopy. They will define the look and feel of our growing city. Their conservation and protection must be given the highest priority. The pandemic has shown that our mental and physical healthy are tied to a healthy environment so containing and limiting development is extremely important to protecting nature and providing that healthy environment.

The Coastal Douglas-fir Conservation Partnership (CDFCP) supports growth within the existing containment boundary. As stated in the OCP this will protect natural areas beyond the containment boundary. However, it is also important to remember that there are sensitive natural areas within the containment boundary and the implementation of policy NE1 – NE 31 will be important if they are to be protected during urban intensification. The CDFCP supports; • the Parks and Recreation policy to 'preserve, connect, and enhance access to natural areas'; • the concept that there will be managed retreat of key infrastructure from the floodplain, consequently restoring ecosystem services that had been diminished; • the use of green shorelines instead of hard shoreline solutions. The use of green solutions increases the diversity of instream / marine habitat, providing shelter for juvenile fish and invertebrates; and • the creation of zones in the Zoning bylaw to formalize shoreline uses and setbacks to include limited public marinas and boat launches, with an emphasis on prioritizing environmental protection and passive recreation. Marine, estuarine and river habitats form an integral part of the City of Courtenay. It is hoped that the Flood Management Strategy will include managed wetlands for flood alleviation, biodiversity and carbon capture. It is understood that access to natural areas is vital to health and well being and also for the community to value greenspaces. However, it is suggested that the OCP should indicate that access to environmentally sensitive areas will be maintained but not enhanced to ensure that the ecosystems and species that are sensitive to disturbance remain within the City. Map F-1 and Map F-2 appear to illustrate that land in the floodplain will remain zoned as commercial. It is understood that this is an existing land use, but it appears that the City should be planning to retreat from this area, where practicable. It is not clear from the OCP if the City has considered this option? Are there activities in this area that could lead to pollution if impacted by a flood event?

Town is big enough

First and foremost, what is the Rush to Grow? We do not presently have the infrastructure in place for the growth you talk about. We do not need to grow at any set rate of growth and should ensure that the infrastructure is there first to accommodate the growth we want. Yes, land is a precious resource but lot size vs home/suite/secondary house size has shrunk dramatically to meet your (under)predicted growth rate for Courtenay. Do we want to be packed in our neighbourhoods like rats? Do you not see that people are moving away from crowded cities by the thousands wanting more space like we have had here for decades? That is what all of the residents I know like about living here and we are losing our space too quickly! The required infrastructure not only has to meet Courtenay's OCP but has to allow for Comox and Cumberland's populations to travel throughout Courtenay as well. Crown Isle has been allowed to change their zonings to include the likes of Home Depot, Costco, multi car dealerships etc where the original zoning was for residential, a 9 hole golf course and a few small shops. Now all 3 communities commute back and forth over our 3 tight bridges to shop. The land between Walmart and Slegg lumber was slated for this type of development where it would have been more accessible to all Valley residents with much less traffic having to cross the river. Why would we only allow commercial or industrial development outside the approved boundaries? What I see outside the boundaries are the farm lands and Natural Recreational Nature that we want to preserve.

The phrases "limited new development in currently undeveloped areas", "limiting Courtenay's boundaries" and "keeping growth compact" resonate with me and I give that train of thought three thumbs up. Urban sprawl in this beautiful Valley would just be ruinous.

Avoid sprawl and density to make public transit more viable. Also avoiding sprawl and leapfrog development protects valuable green space and habitat.

I think it's important to curb urban sprawl, increase densification and limit unnecessary development. However, densification will only work if it's done thoughtfully, with attention to livability and affordability.

More land needs to be used to reduce the extreme high cost of home ownership. More land is needed to bring the price of building lots down to a reasonable amount. Density increase will make Courtenay into more of a city and inhibit the smaller town that long term residents used to enjoy. Strategic satellite communities (with walkable conveniences) stretched outside of the current footprint would be a much preferred solution.

I like the controlled approach

It is very important to protect environmentally sensitive areas, agricultural lands, and other open spaces. Protection of environmentally sensitive areas within the OCP boundary to maintain wildlife corridors among the development hotspots and minimizing or managing recreational use will be vitally important to biodiversity and ecosystem functioning.

I love this idea as long as very clear guidelines are maintained on what it means to limit development even when it "will only be considered for the purpose of creating commercial or industrial employment opportunities." This feels like a bit of a back door to building big box stores or car dealerships or...

I agree with this statement as long as the planning does not promote compact growth with high rises or buildings over 3 or 4 storeys high, so our mountain/ocean views are not obstructed along Cliffe Ave.

I love the interconnected neighbourhoods and trails in my neighbourhood around the hospital and want to retain the current green spaces.

Protecting farm land is critical, always has been. Plus, people need to be able to access, even just visually, open spaces with out structures. Ie England - all contained villages and then open countryside - they got it right.

Born in Vancouver, I watched the Lower Mainland go from a fairly lush, green city to much more of a concrete one. I really think it lost its soul in the process. With property values rising, I'm starting to see the same thing happen in the Comox Valley with every non-protected green space being bulldozed for more condos/townhouses. Trees are the one of the very few things actually helping to slow global warming. Let's try to keep as many as we can.

Extended boundaries if done correctly should increase property availability and help combat the rising property/home costs in the valley.

I Definitely agree with keeping borders of Courtenay as they are!! More growth outside and ruining natural land is NOT acceptable!!!

I don't want to see sprawl. No strip mall upon strip mall. Protect green space and expand it.

The need to protect natural areas and use natural assets to alleviate flooding and other ongoing and climate change is paramount. Density in developed areas will help preserve natural and agricultural lands to support all residents of the Comox Valley.

None of this matters. This is all a process to make us believe that we actually have a say in any of this. No one can afford to live here anymore, so what does any of this matter? What a colossal waste of my taxpaying dollars!!!

Boundary extension should not be frowned upon in a era of limited & expensive land. More land for development is better. Land prices are out of reach for many first time home buyers. More land is better. A lot more.

Limiting the sprawl of Courtenay is an important aspiration. Sprawl leads to habitat fragmentation, the loss of ecologically diverse lands, and valued agricultural land. It also would be a huge influence on car-dependency. I am in complete support of growth only in existing areas for the conservation of land and the potential to create a more walkable city.

I agree that densifying will maximize our existing infrastructure. Sprawl is not desirable. I am only in support of moderate densification that supports fiscal responsibility while limiting ultra urbanization. There is a quaint charm to Courtenay that is worth preserving.

I grew up in ██████ ON, and going back now you can see exactly what uncontrolled urban sprawl creates. It's awful. So, yes, I support this.

Who is going to be employed in these commercial and industrial jobs if you limit population growth? Answer: people from outside Courtenay using our infrastructure and amenities without contributing tax dollars

There are still several places within city limits to be developed. And those rural/natural areas outside on the boundary are what make the valley the place it is

Disappointed about moving boundaries for commercial and industrial. they do not to be in residential areas.

I'm not sure what 'already has been approved' in boundaries for development. I have been alarmed at all the clear cutting for development and do feel the need for growth containment.

I feel this will have not help to enrich existing landowners and make housing more unaffordable than it already is.

This is the right direction - managed density will help us retain the core reasons people want to live here, without becoming another sprawling Langley.

urban sprawl without properly planned public transportation (ie, car alternatives) leads to ugly cities; even WITH public transportation, urban sprawl is ugly. Limiting the Courtenay boundary might mean that densifying will also lead to micro-communities within the city itself, nodes of living within which residents can thrive without having to make daily commutes for commerce, work, sustenance. It can also lead to creative architecture and planning.

I support not allowing sprawling new developments in farmland, wet or wild areas.

If land is so precious, why allow commercial development? The infrastructure to support all development is already stressed.

While this sounds good in theory, the reality is that more people are moving into Courtenay, and will not find the kind of living accommodation they want. Also, you do not want to specify that any undeveloped land will have to accommodate just multi-family buildings as the density in these spaces goes against many of the reasons why people move here from densely crowded cities.

very pleased to support OCP goal of valuing land and managing expansion carefully .

This is a very short sighted objective. The Comox Valley consists of 3 municipalities and three regional districts. Currently, these different jurisdictions operate independently with different requirements for land development, transportation, etc. The time will come when amalgamation will be necessary to allow for a single vision for our valley. Has this draft been shared with the other jurisdictions? Have they had the opportunity for input? Have our council members read the draft OCP?

I look forward to the growth of Courtenay from the inside out. This will allow for transportation and infrastructure to be maximized.

Don't mind some new developments on outskirts

I don't think it's a good idea to purposely attempt to restrict the natural growth of residential, commercial, or industrial areas in Courtenay. Rents are unsustainable for the local population, wages are less than average compared to similar geographical areas, and the price of goods and services are very high. By opening Courtenay's economy up to natural growth (with responsible municipal management) in these areas we could finally see rent prices fall and livable wages increase without excessive damage to the environment. Courtenay needs to open up in order to expand the standard of living to all citizens and not necessarily just the rich who can afford the cost of living here.

100% agree. Too much expansion would only compound the issue of an infrastructure that can barely support the current population growth.

Confused about rezoning and the 50% land increase the City wants to participate in without any risk. Is that even legal? Sounds like corruption and an attempt to slow down building.

Don't limit new development

Protecting our ecosystem is really important, especially around sensitive watershed areas, treed and sloped areas that are subject to greater erosion, and other sensitive habitats.

It is vitally important to protect and preserve the incredible natural biodiversity which surrounds us in and around Courtenay and the Comox Valley.

The OCP Draft shows far too much land shown as infill. The statement above sounds nice but the devil is in the details which are lacking. Send this back to the drawing board please

Yes! Density! Keep natural Spaces

I am happy that the city has no plans to extend out of the city limits that would encroach on ALR/wild spaces. I am unhappy with the densification approach on lower Headquarters road which is the base of a floodplain, in a rural style area, on the banks of a very sensitive ecosystem (Tsolum River), at the centre of agriculture (putting 6 story building on the bank of the exhibition grounds is absurd), and near areas which still have lots of intact forest (Vanier high school forest, Mission hill trees that are still intact, eagles nest on Headquarters road adjacent to forested area). This is not a balance of nature vs. urban planning; this is strictly a win for developers.

it will avoid urban sprawl

Why are you limiting development when we have a severe housing supply shortage?

I don't believe extending boundaries to only accommodate commercial or industrial advancement will help the environment, if you're going to limit the boundaries limit them for everything and keep the sensitive areas safe for generations to come.

While I like the idea of capped growth to protect ecologically sensitive areas, I think it is dangerous to have it in place that commercial ventures can be exempt. How many more fast food or Dollaramas do we need? It is almost embarrassing how many there already are.

Better use of current areas I'd needed. Courtenay feels like it was thrown together without a plan: it just evolved without consideration of the environment. Thought I moved from an urban metropolis to Courtenay, I was shocked at how poorly this area protected the streams the feed the estuary. They are not just damaged, they've been culverted, decimated, native plants removed, banks destroyed, no consideration given for riparian protection... or the species that depend on it. Politicians here seem very careless of these things. Keeping destruction from undeveloped areas is key. But what would make me happier would be protections in how expansion would be managed for commercial and business expansions. I can see the politicians here allowing degradation of the land for business gain

The 'growth only in existing areas' idea is great, but so often great intentions don't stand up to developer driven requests to make changes. The city needs to stick to the plan or all of this time and effort is useless. In my area 'The Arden Plan' that was created a few years ago didn't mean anything, it completely fell apart. Where are the sidewalks and the infrastructure that should accompany the many new developments? Cumberland Road is dangerous and disorganized, something must be done to improve pedestrian use of this area. There isn't even a cross walk at Arden and Cumberland Road, but development continues with no regard for how people will navigate the disorganized patchwork of roads. Wetlands were destroyed and trees were removed, wildlife has been disregarded in this process. Obviously I'm not happy about these points, but I remain hopeful that a new awareness of healthy community planning will prevail.

Adding increased residential development without additional transportation infrastructure (a third river crossing for vehicles) will increase congestion and add to vehicle exhaust pollution as they idle. IE 17th street Bridge lineups from comox and East Courtenay.

In order to pay for all the programs and upgrades you are suggesting we need to have development. That means expanding the city boundaries. Most people I talk to still want to live in a single family home not in a condo or apartment. This plan to stop development is unacceptable

Although I like the general idea there are some disadvantages as well. I live near Piercy Creek and have watched new homes developed in the area. At the moment there are large green spaces for walking people and dogs. It is also used by wildlife. With this plan it will disappear.

Courtney may need to grow.

I do not want to loose any farm land. I like the boundary in place for building but wish it was forever. The rest of the land develop into forest, and parks with trees.

Limits create innovation in planning and design. Greenbelts should be formally preserved around city core to ensure they are nibbled away. Good to create wildlife corridors and wetlands for flood control.

Increasing density in existing populated areas allows for natural areas to be protected for people to enjoy. Many people choose to live here because of the amenities of a small city, while being able to enjoy many outdoor/undeveloped land areas. As well, people are very protective of the plant and animal life in these areas. Protecting farmlands where the food we eat is raised or grown is also essential.

Larger lots within city limits can be subdivided to make it more accessible for younger people

Growth Only in Existing Areas Comments

Want to see more use of land within the boundaries for multi-family, affordable housing, more use of public spaces such as school properties and parks for recreation, near to where people live. Protection and preservation of natural green spaces for wildlife and nature.

Courtenay is already quite spread out geographically and I agree boundaries should not be expanded. Brown lands should be used for infill and expansion before development of green spaces. No more big box stores - this will hollow out our downtown. Protect our agricultural lands and economy.

Courtenay is known for being a hidden gem. Small town feel, surrounded by nature. Over development takes away from what makes it so special. I like that it is being given boundaries.

We are too big already. The lifestyle that attracts people here will be destroyed with more growth.

I strongly believe that there should be an area created specifically for commercial or industrial use. Having this mixed in with residential housing should be an absolute no. Who would want to live where there is constant noise, trucks driving in and out, etcetera. I absolutely am 100% against commercial or industrial buildings mixed in with residential.

Building more in the lands we've already ruined helps limit the sprawl in this already vulnerable ecosystem.

I'm pleased as long as you mean what you say about considering developments outside the existing area for new commercial and industrial ideas. What are you doing to encourage new businesses to Courtenay?

I don't like seeing every square inch of land within the city developed. We live here and we need green spaces and small forested areas not high rise condos. The entrance into Courtenay is not very attractive and is very mall-like. If we want to attract tourists we need to have a vision that includes tourism. Our small businesses thrive on this. The river should be made more accessible not blocked off by more and more condos.

No development unless approved by the OCP

Good plan but some areas have land use designations that do not fit the goals. Specifically, the south area known as "the Ridge" should be better developed with no further light industrial allowed and only residential.

I like this because it will protect our lands and waters.

More people mean we need more space and therefore existing boundaries won't suffice unless the plan includes rebuilding, i.e. knocking down some of the old, energy inefficient commercial and residential infrastructure and replacing with more dense development.

I appreciate creating density and avoiding sprawl, this will be more liveable and sustainable.

I'm confused why there isn't more of a focus on housing, but perhaps it will be more dense housing. I am happy about not developing as much and valuing land as a precious resource. And I don't want it to become too busy here. I love the valley.

I don't like it as it enriches a few current land owners.

Good idea. Push development where infrastructure exists.

Densifying currently occupied areas is really important to protect our beautiful environmental assets. The downside is that traffic will increase. Hope to see increased public transit opportunities as well as a focus on walkable neighbourhoods with amenities - grocery, medical, pet services, gas station, bank, etc - surrounding more densely populated communities.

Yes, increase density in urban centers and protect agricultural land.

It is critical, as Courtenay and the CV grow, to manage housing and affordability in balance with preserving green spaces. This is essential for our air and water quality, and to prevent flooding. We live in a temperate rainforest area. Without forest to soak up heavy rains, we just get floods. We're already seeing this in newly cleared lands in north Courtenay. It is also critical to protect and honor the wildlife that we all enjoy, that calls forested and field land their home.

I approve of more diverse housing options within the city. We need a central focus and "ownership"

Urban/suburban sprawl dissipates existing natural spaces, as well as contributes to greenhouse emissions due to traffic. I would further propose that the downtown core areas have an allowance for 8 story buildings, as we are planning for the future, not 30 years ago.

I understand the proposed concept, however it will eventually result in stunted growth as redevelopment growth is more complicated and costly. This strategy will likely work against any "affordable housing" objectives that the City has!

I like this except that we do need enough housing for working class people. I'm concerned working class people will be relegated to something like tenement housing. There needs to be access to spaces where working class people can garden. Thank you for not giving in to private development along the River.

Limiting Courtenay's boundaries helps protect environmentally sensitive areas, agricultural lands and other open spaces, while keeping growth compact and helping the city run more efficiently. This approach helps achieve the OCP goal of valuing land as a precious resource.

Happy about plan to restrict to today's existence. Unhappy about the addendum, boundary extensions will only be reconsidered... either you restrict or you leave loopholes!

I'm happy about the fact this will protect sensitive undeveloped areas and not allow urban sprawl.

I believe the environmentally sensitive areas and the agricultural lands are what make Courtenay so wonderful.

Property is becoming unattainable and not everyone wants to, or for employment reasons has the ability to live in compact neighborhoods. It's disappointing that the city is so focused on increasing density instead of also focusing on opening up more land. Not everyone wants to live in a dense little city.

Given the bias against commercial and industrial employment expressed in the Draft OCP, one assumes this means no extension of boundaries. Downside risks have not been explored - one obvious example being the additional pressure on land costs, with consequential impact on housing security. Further, the impact on future tax base has not been provided - how are we proposing to finance a very expensive vision in a "no growth" scenario?

Nice words. You talk of limits to growth without specifying the limits and the relationship between numbers of people and quality of their lives. Where is the science? I have doubts about administrative dreams, forgive me. We have inherited what our predecessors could only dream of and now we want more, without knowing the unintended consequences. Let's take stock, assess what we now have (absolutely every particle of us) and, if the will to grow shows up again, respond but as a planet with, as far as we know, finite boundaries. Sustainability; not, as each and only some specific finite element, but as a whole. Thank you for the opportunity to speak.

There seems to be a lack of residential building areas Comox valley wide, driving up home and property values. Open up some building areas. Create a stronger downtown core.

Limit growth

Limiting development will increase housing costs and promote the current homelessness with the related crime

I agree with the ideas of mixed land use, densification, and high quality urban design. Especially important to me are high-quality affordable housing that ensures all kinds of people can live in the city centre, and reducing environmental damage by limiting commutes and sprawl. I do not want to see Courtenay grow outward, destroying the natural environment that most residents would say is why they love living here. I would like to see dense development that is creative, offers many different options, and highlights affordability and community connection (for example, not expensive high-rise condos where neighbourhood engagement decreases).

Densification will hopefully help lower our community's carbon footprint and make decarbonization easier. There will be less incursion onto natural habitats.

This is important. We have a beautiful downtown which is no longer vibrant as it used to be. Concentrating on revitalizing what we have and protecting the green spaces is very important

There is plenty of space for growth and development without encroaching further into green spaces and environmentally sensitive areas.

Yes, please retain greenspaces. Please consider densification carefully, we need more affordable housing. We need to encourage builders to build them - rental housing which is affordable and only this. We have a negative amount available, it greatly impacts every of life here.

I like the idea of growth in certain areas because it prevents urban sprawl and preserves our natural environment which also helps with planet health to limit climate change

Not happy with the changes to the land beside Buckstone Road and Comox Logging road. I feel it should stay zoned residential no it rezoned light indeustrial.

The OCP is a waste of time. It has no enforcement rules and remains a "feel good" document where each Councillor puts in favourite actions. Proof? Check the OCP of 1995 which included making Courtenay the best and safest cycling town in BC !

I don't see the rationale for limiting the growth in Courtenay.

Environmental protection is paramount.

I like that the city is trying to prevent urban sprawl.

While I agree the environment is very important and we need to protect the sensitive areas, we need to ensure development of more affordable housing in approved spaces.

I strongly support growth confined to existing areas. However, some of these areas themselves contain ESAs. Directing development there risks degrading the very areas the OCP seeks to protect!

happy to hear that land is being protected from development.

I agree as long as there are possibilities for growth of industrial areas. Currently there is a huge lack of available industrial space, which limits the space for job-producing companies to move to Courtenay.

Keeping the rural areas rural is important! There is enough development going on in the city!

Fill in all the vacant pockets of empty land to build on before even thinking of expanding the city boundaries. Increase building density in the downtown core.

This will be good for surrounding wild spaces and places that give the Comox Valley its beauty and sense of sanctuary.

Protect agricultural lands and natural areas as much as possible

Sounds pretty good, except for the exception: "Boundary extensions will only be considered for the purpose of creating commercial or industrial employment opportunities." Is this a recipe for continued urban sprawl?

Preserving existing green spaces & trees & wet places is very important.

Building lots have become over priced due to a severe shortage.

high cost of housing is due to a lack of supply, this problem can't be solved by limiting growth

Far too much rural land has been taken into the city over the years, destroying forests,, wetlands and the like

Time frame for overall changes is not adequate; resistance to change, costs, etc will not support this vision, must be a gradual transistion (25 - 50 yrs.). Major extension of single family residential development, ie"The Ridge" is evident that Demand will be the primary driver of change. The provision of sewer services to Royston/Union Bay, is step 1 to a Metro Government. We live in the shadow of a major metropolis(GVA) and in migration to CV prefer our lifestyle as it is and not densification.

That is very good news to learn

I understand the need for managing residential growth in order to protect our natural resources, however, we must be mindful that growth is part of a strong and stable community. I believe that there must be a balance between managing our natural resources and growth.

Some concerns about what has been approved already as we do need affordable homes

I support densification within Courtenay's boundaries. We need to protect sensitive areas, agricultural land and open spaces while allowing for more housing opportunities and public spaces.

Limiting growth severely impacts affordability. Limiting growth increases land prices hugely and makes the whole community unaffordable!! We have seen this in other communities and cities such as Victoria and Vancouver. Limiting supply increases prices!!!! Limiting supply limits choice!!!! How is limiting city boundary growth helping a young family with children earning the average income of \$75K who wants to buy a home? Limiting boundary is a HUGE MISSED OPPORTUNITY to consider innovative solutions to develop excellent city plans. A better approach is to consider boundary extensions where a comprehensive plan includes all types of housing. A comprehensive plan could include goals such as a % of affordable housing, a % of housing targeting middle class and those working in our community aspiring to be homeowners, Coop housing projects, tiny home communities, non profit townhomes for families, modular homes etc. There is land surrounding Courtenay that is NOT environmentally sensitive. If you limit the boundary the price of existing family homes will skyrocket further!! Investors will start buying homes in neighborhoods hoping to develop apartments and multifamily further pricing out anyone wanting to buy a home. Density such as 4 story apartments and homes impact the other neighbors in the area. Well planned developments give people a choice.... poorly planned put a 4 story building wherever you like is not a choice.

I think that we need to consider ways to better use the space we are already developing while protecting the remaining natural spaces that we have.

I think urban sprawl is not ideal and I value the rural surroundings to our City. I value green space that brings tranquility and health to any community. We don't have to become a huge city. Let us protect what has made Courtenay a beautiful place to live and raise a family.

Limiting development of Single Family homes will increase market price to unaffordable rates

Limiting Urban sprawl reduces impact on green space, wildlife cost of services and impact of more motorized traffic. Also the City struggles now to maintain roadways, sidewalks, and services to current footprint of city

Strategies that allow the City to ensure we meet emission reduction targets are very important. Making the City more walkable/bikeable are also important

Generally support this goal but disappointed in specific zoning changes in my neighborhood which have changed residential zoning into industrial zoning, with no transitions or buffers between. We already experience significant noisy industrial land uses in our neighborhood and this reasoning has the potential to make the neighborhood livability worse in the future, also less safe for children using the local streets for play.

Use of residential and light industrial in same area does not work in every situation. Comox logging rd and Fraser rd where I live @ The Ridge. Brand new quiet subdivision of high end homes surrounded by agricultural lands, creeks, eagles, swans etc. Light industrial will not be "live, work, shop". Housing in this area is unaffordable to many residents, many of us are retired, shopping is downtown. Diesel trucks, noisy machinery, traffic at all hours of day and night.

Why is there light industrial beside The Ridge??? This is a residential area that should not be re-zoned to light industrial. would you put light industrial in Crown Isle. The Ridge is an area of near million dollar homes and without any warning until now you decide possibly to re-zone it??? We need housing not more light industry in this rural area.

I like the approach, as long as density within the current boundaries is a priority. Growing up, not out should be the goal.

Good news that wildlife habitat will not be destroyed.

Single family housing is needed in the valley and expanding some of the boundaries might help create more space of developments

This will increase density in several areas, causing larger properties to be rezoned, reducing our overall footprint, but increasing traffic, noise and pedestrian road hazards in areas not designed for increased density. For example, townhome developments on previously larger SF lots where road infrastructure and sidewalks to important locations do not exist, putting children at risk when walking to school. BAD IDEA. The city is getting development money and new taxes from these developments with no changes to extending road structure.

Would like to see more development of single family like the almost built out "Ridge Subdivison" this is what a large group of the people moving to the valley want.

We do not have the infrastructure to support growth

Reducing sprawl will reduce reliance on cars. Keeping things close will (hopefully) encourage transit use, biking and walking.

I think most people like their towns and cities to not grow bigger! I can't see growth in Courtenay without encroaching on green spaces, which are essential for our well-being and that of flora and fauna who reside here. And of course the bridge problem. With two bridges we seem to be at capacity, especially considering the expansion in Union Bay. Let Union Bay grow and take the pressure off Courtenay.

Allows for concentration on the City as a whole and neighbourhood development and engagement.

Densification is key - stop urban sprawl -

Agreed, density will help reduce our environmental impact from urban sprawl.

Agree, for the reasons described above, protecting important undeveloped lands outside the city boundaries, reducing sprawl and increasing efficiency.

The city has grown too much in residential; it now needs commercial or employment opportunities.

Protecting the environment and increasing density in urban areas is a very wonderful initiative to keep what makes our surrounding areas beautiful for generations to come.

Key protection of agricultural land and nature, most efficient use of current areas.

It's important to densify existing areas rather than develop outwards. To achieve net zero emissions we need a walkable city, with an accessible transit system and we need to protect riparian areas.

Transportation is made easier. Bike lanes need expansion. Plant more trees.

Building up not out.

I like it that you won't have urban sprawl!

infill and brown field site should be used and preserve green space for recreation and urban food production

Yes, there is enough room within existing boundaries to grow sustainably and intelligently by densifying living areas and modernizing transportation options.

so we don't turn into Nanaimo or Kelowna with mini malls everywhere increasing traffic everywhere too.

Keeping options open would be my preference. This sounds too restrictive to me.

I'm happy to protect environmentally sensitive areas, agricultural lands and other open spaces

I can and will not participate when past performances of city councilors just change OCP to conform with their wishes. I feel that we voted for Councilors to represent the citizens not themselves. I have the impression (from past experiences) that the existing council have an agenda that is not supported. ■■■

Restricting expansion boundaries will only make a difference if overall expansion is monitored, controlled and restricted in ways that ensure eco centric balance.

Infill and density will support many other objectives listed in the OCP, such as reducing the city's environmental impact, encouraging sustainable transport, and supporting the local economy. Sprawl kills cities, so I am thrilled to see this as a priority!

Car centric urban sprawl has defined Canada since the 1950s. You hear that big sucking sound? That's us using gas. What's the point of protesting pipelines when it's the demand we have created with extended suburbs that's the problem. Looking forward to a more walkable Courtenay.

I think some multi use trails could go through existing protected land ie. through the field to connect east Courtenay to the air park in a safe but low environmental impact way

It is important to maintain currently open spaces as suchwith a change in the rules regarding second dwellings etc on existing residential areas would achieve this.

The natural areas and farmlands surround Courtenay are what give it its charm, sustain the environment, and create places that we all love to explore and play. It is what I love best about where I live. Thank you for working to maintain that! When there are commercial spaces sitting empty (the old Can Tire for one) why on earth would we cut down trees to build more! Saving trees is so important to me to combat global warming and to keep our city cool in the hot months and absorb some of the rain.

I think everyone agrees that urban sprawl is bad for the environment, for municipal finances and for livability of our city itself so the plans outlined here are sound and much needed.

I am not sure I like the idea that commercial or industrial development can go "anywhere".

I worry that this will drive prices higher and make affordability more challenging, but I think it has to be done for service delivery efficiency and climate action.

I hate seeing suburban sprawl growth up in Comox eating up land valuable to the ecosystem, so hearing that Courtenay plans to limit expansion makes me very happy!

The density of population helps to create and improve public services.

Why so much growth? Crtny. Is losing its charm by the minute! Traffic issue. Garbage. Not safe. Will be so congested in certain areas. I'm a long term resident & avoid downtown as it is. One developer stated wanting "Inner City " vibe. Only Calgarians think that's cool. Others interpret this as the slums!!

Yes, but i worry about boundary extensions being considered for the purpose of creating commercial or industrial employment opportunities and the negative impact that could have on agriculture and the environment.

Do you mean even more big-box stores for "commercial employment"? If that is the case, I am definitely NOT in favour of extending boundaries, OR, indeed, having more of those commercial enterprises within the boundaries. We need to support and keep the smaller businesses we already have in order to remain a liveable and likeable city.

I agree with this goal

Sounds reasonable.

I think this is a great idea as long as its balanced with adequate housing and services

like the idea of expanding boundaries somewhat rather than having large dense buildings taking away from the smaller city feel

Urban sprawl needs to stop.

...

Protecting sensitive areas is important to me, but I am not sure that restricted growth is the best answer. We need to balance economic / commercial and social development that best suits the community.

I agree. I think we need more area preserved for hiking, mountain biking and atv riding throughout the valley

I feel you may box yourselves in for the future by not keeping options open. Traffic seems to be an overlooked feature. There are design issues with the roads and I believe these should go hand in hand with development.

No more New construction means alot of people like me will be out of work

Population is continuing to grow. Limited vacant land within city boundary. Population continues to grow. This seems shortsighted to not increase any boundaries for growth.

Amalgamation with Comox and some parts of the Regional District is needed: a plan for development in the whole valley needs to be planned.

I appreciate this concept as expanding boundaries will increase costs of maintaining infrastructure while trying to replace existing aging utilities.

I understand wanting to maintain land, but there's only so much space and it's already mostly filled up!

We already have too much growth in the area. This will hopefully keep growth down until infrastructure catches up.

I love the idea of maintaining the current boundaries so we are not encroaching in the natural environment that makes our community special. My one concern is how this may impact housing availability and accessibility. I'm sure with more diverse and dense housing this may not be an issue though! So as long as that is considered, I'm a happy camper with the above plan.

I think there's a need to expand the current boundaries of the city possibly around (Comox Valley Parkway, and the CV Visitor centre; as well as along Headquarters rd)

i agree that limiting Courtenay's boundaries is a good idea, but I think your reasoning is flawed and will entice people to approve of this idea for the wrong reasons.

densification is the way to go for any city; this will ensure that public transit can be developed at a lower cost (less area to cover), biking infrastructure can be built with better coverage and that utility infrastructure can keep up with the growth.

Canada is notorious for sprawl and unlivable spaces. Density is the key to maintainable cities and protecting the wilderness. The Comox Valley is full of the worst NIMBY minded people I've ever seen, so this is going to be a struggle. Perhaps as the geezers die off, which simply can't happen soon enough, it will be possible to have real progress. But for the moment all the solutions we could implement are held up by the uber selfish residents who want everything to be like it was in 1970. Courtenay and Comox have the worst citizens of anywhere I have ever lived in Canada. SO ENTITLED! SO UNWILLING to make ANY kind of sacrifice for the greater good.

Urban and industrial sprawl taxes sustainable transport infrastructure.

reduce carbon footprint by making the city of Courtenay condensed, avoiding urban sprawl.

That's okay

The community is growing too quickly without organized thought. This is a good change

Too many loopholes

It appears the statement on how the City supports arts and culture is largely based on support of organizations that exist within City Properties. There are many arts and culture groups outside of those buildings who deserve equal representation. Also, there is no specific budget line within the cities budget that allots any funding specifically designated for support of local Festivals and Arts events. How is the City to support local events and cultural tourism with nothing allowed in their budget?

You can only fit so many people in one area. We're not a city full of skyscrapers. All the housing that's gone in is a few floors in micro sized apartments. The city is expanding faster than infrastructure can keep up.

Excellent place to start. Need to create fully serviced neighbourhoods with access to shops, banks, entertainment and healthcare all within walking distance. We are finding improving access in the Crown Isle community is really leading us to a pedestrian life style.

I believe, strongly, that we must use our land more judiciously and minimize our footprints.

Limiting sprawl is a good strategy. Looking forward to creative implementation of infill

Densification will encourage Courtenay residents to be more conscious of their transportation options and consider how and where the work, recreate, and get their basic necessities. Increasing the city's safe access to walkable/bikable areas will help to reduce emissions, road congestion, and create a greater sense of local connection.

Limiting sprawl is good, but seems like it will reduce affordability

This results in "densification" of residential areas. If nothing else the COVID epidemic has shown that where there is increased population density there is increased transmission of disease. People have come to recognize this and has resulted in people wanting single residence housing with ample "buffer-zones". Multi-family dwellings are quickly becoming a thing of the past.

Need to deal with exploding traffic numbers, limit any growth until another crossing is figured out. Bike lane on 17th is stupid, need one on Condorsory , its terrifying to ride

I think the prospect of infilling is the correct way for the Courtenay to grow. BUT, whatever infilling occurs and eye must be on providing enough infrastructure to support it. The one thing I think most about is how the numbers of children attending District 71 schools is very effected by heavy infilling. Keep an eye on it.

I agree strongly with not having the town sprawled for miles but I am concerned with its densification--do we really have adequate water even with conservation methods put in place? I'm also weary of the whole farmland/agriculture polarization that has taken place provincially the past few years. I can see it becoming a dividing line. I don't want ag land lost but nor do I want this polarized fighting of the correct method to save it and also the correct method to farm it.

very much agree with infill and building in existing areas - especially in the areas presented. just dont want to be limited to only these areas.

I agree. There is lot's of under-utilized space within the existing Courtenay boundary. Focusing on improving infrastructure and development within the City will improve accessibility and design. looking at the draft OCP Land Use Map there are a few things I would like to see considered. Along the northern side of the Puntledge River, between the 5th St bridge and the 17th St bridge, it would be nice to see the greenspace connected along the rivers edge to protect riparian areas and link greenways. It is currently allocated commercial and institutional but perhaps this could be reconsidered? I feel the space could be better utilized if rezoned. Improving the existing urban corridor to be less sprawled and vehicle dependant would enhance the City of Courtenay immensely. Making this area pedestrian friendly by improving pedestrian infrastructure and streetscaping along Cliffe Ave would be a nice improvement. We are fortunate to have the river walkway and cycling infrastructure on most appropriate roadways. It would be nice to see safe cyclist access to the urban corridor to allow those choosing to travel sustainably to have safe access to key destination areas. Because of the volume of traffic along Cliffe Ave separated bike lanes would be a huge asset to the City. The City of Victoria successfully implemented two-way bike lanes which would work well along this corridor.

Good to densify existing areas rather than continue to sprawl.

Agree that densification of existing residential areas is desirable. Changes in zoning rules for minimum lot size may be needed.

Although I greatly value this goal, I have no doubt regarding the implementation difficulties. Nothing is as simple as just bull dozing another section of forest, extending the roadways and utilities... The commitment to engage citizens is essential to success, obviously.

I like this as it will hopefully revitalize past areas, and limit the spread of urban sprawl. Keeping development closer together reduces the need for new infrastructure.

The push for compact housing seems more agenda driven than what a large number of people want. Thinking everyone wants to live in a condo rather than a detached dwelling is wishful thinking as far as I can tell from most people I know in the valley. To help push the compact agenda, new development is curtailed, thus driving the price of detached dwellings beyond many peoples means and depriving them of the choice.

I'm not on board with compact multi family housing. It has it's use, but seems to be a part of Agenda 21, which I am vehemently against.

I am in full support of stopping all developments past what is currently built. I know empty lots outside of the current sprawl are still slotted for development but believe zero more sprawl of housing/amenities should be added. Rather we should reconfigure current wasted spaces, plan for development upwards not outwards. Create a downtown core with underground parking, stores below, housing above. Rezone some of the downtown single home small lot dwellings into larger complexes with green zones/park spaces/rooftop gardens. Community living centres. Not one more lot should be developed into another waste like "the ridge" sprawling into the forests. Leave ALL current farmable land and sustainable food production areas.

Urban sprawl is a threat to what remains of our natural environment, to global warming, to safe road travel, and to walkable cities.

please keep the wild wild.

Love it.. build up not out

I don't see how limiting boundary changes for residential uses but not for commercial and industrial uses protects the environment.

Build up not out. Smart.

i

The cost for houses within the existing boundaries is high and availability low. Growth externally will be the only way to provide for the current growth trend.

Not a realistic plan if you expect the town to grow

Totally agree with you statement

Having lived in other, larger cities (Edmonton, Victoria) I have noticed a distinct lack of density in the core areas of Courtenay. In my search for housing I was surprised by the limited apartment/condo style options, especially knowing how many folks are looking for housing. Although I love the "small town vibes" there has to be a way to create compact housing/commercial situations in walkable/accessible areas (downtown).

Commercial and industrial uses have a far greater impact than residential. Why do you allow one and not the other? If you are trying to keep growth down, why do we need more commercial and industrial?

Plenty of room to grow upwards. Limiting sprawl also limits travelling by cars, which in turn limits co2. Bring everybody close.

There are areas that are to over used too much high density, we need to look at other areas

Start creating long term housing that is affordable to everyone. Put limits on price gouging house sales and rents and expand thoughtfully into the land around us. Stop worrying that you will be helping out Merville or Royston or Cumberland. Create Unity and Love ♥ Our Neighbours! The roads are already in place. Use them.

Courtenay and Cumberland have been greedy extending their boundaries

Growth should be focused on density not sprawl.

Sounds nice but I'm not sure about Neighbourhood Centres especially if they are modelled after Tin Town. I live next to Tin Town and there is no bus stop in the town itself so it doesn't really feel connected to the rest of Courtenay. Doesn't feel like a centre either. After several months of living next to Tin Town I stopped going there other than once yearly because there's not much there that is useful to me as someone who is low income and disabled. If I want to buy food other than pasta noodles, small baked goods and coffee I have to travel outside of the 'neighbourhood centre' to the mall as there isn't a Corner Store or Grocer/Food market in Tin Town. There's no place to hang out after the cafe closes, no community centre or such and outside of the Winter market I can't think of any other social events going on here. Living on Cousins Ave, I don't feel connected this community hub that is next door to me. I never receive flyers or newsletters and I have no idea what is happening there. It's a place where certain people can work and live but if you need necessities you have to go elsewhere. I hope Neighbourhood Centres in other parts of Courtenay will be more of a useful community for all instead of a place to simply work and sleep. I like the idea of having businesses on the ground level and residential on the upper floors, but I really want some of those businesses to sell necessities so locals can actually buy local.

Cities need to develop to cater to the needs of a growing population. Not developing will only fuel an already over inflated real estate market. People want to move here, help them

I personally do not support high density housing that will be all constrained to one corridor

If the city continues to sprawl then we will start taking away from what makes the valley an attractive place to live. Denser housing means it is easier to provide infrastructure and services to the residents of the city and would be more cost effective in the long run

We need to care more for our home, being Earth. Although our community requires added affordable housing and homeless support, this can done within current limits if we all work together.

I agree that 10 minute neighbourhoods and increasing availability of rental housing should be a priority and we can achieve this by increasing density in already developed areas - many residents are keen to add secondary suites or carriage houses yet are restricted unnecessarily.

City needs to expand due to population growth and high cost of housing

Smart growth principles take into account the kinds of things you're talking about here.

Utilize the undeveloped land we have to prevent urban sprawl.

Making sure to add native plants and greenspace back into the city is important. I don't want to see a compact city sky high and full of fake grass.

you need growth in new areas to make prices lower

Boundaries are good.

While I can appreciate the need to protect natural areas, I believe that limited expansion to provide adequate housing opportunities must be considered. Can we not do both at the same time?

We should consider boundary extensions. We should not just think within our boundaries.

Where is this future growth to take place? Are we going to start knocking down homes in existing neighborhoods to build 6 storey condos?

I agree that we need to look at density and not urban sprawl as the method of growth.

While I understand that the services offered in a smaller community run more efficiently in a more compact area, you MUST consider what a policy of absolutely no boundary expansion will do to an already stressed housing market. A housing market that outstrips the already highly irrational national average.

Courtenay is too busy of a town already make more roads

Current lack of housing may benefit from expanding the boundaries?

Development needs to be opened up - both to more companies as well as more land. And areas need to be re-zoned as well. The city's population is ballooning - whether people want it or not. And all people have the right to housing. Especially people who work in the area but can't afford to live here. That is untenable and cannot continue.

This is what we should have been doing for years. Until the available land within the City's current boundaries has been utilized to its full extent, there is no reason to extend boundaries.

Expanding the boundary would allow more areas to be protected by the city

Courtenay has sprawled plenty large enough. It desperately needs to densify.

contains the ugly sprawl, aids walkability, reduces cars and diesel-belching buses going longer distances

i agree with keeping the growth compact and protecting nature

I think that's a great idea from the nature aspect of things, but as a quickly growing town turning into a small city we need to do something about the very old buildings along main streets and have a plan for widening road ways such as 5th street and other congested downtown cores, how that happens I do not know but if you want to build up and not out we have to think about that.

Obvious

Going to drive the price of housing through the roof, it's already prohibitive

Reduction of sprawl has to be balanced with the impact that density has on the nature of the community - if more people still have to drive to get groceries, shopping, etc the benefits of density are negated.

This sounds good in theory, but with the rapid influx of people to Courtenay, existing housing will not be enough. Multi-family housing needs to be increased. Many of those who move here have substantial savings, income or money from the sale of real estate in places like the lower mainland. Such people often want to purchase single family, newly built housing.

Protecting the natural environment is vital - it's what draws people to the city - sprawl would destroy what makes Courtenay special.

It sounds reasonable .

While I love the idea of saving all the green spaces, we are in real desperate need of more housing.

I agree; and would go even further. I'd hope that existing empty lots or spaces could be made more environmentally beneficial by planting more greenery and insect attractants.

Good, there are lots of empty commercial spaces in town. They need to be used rather than building new ones. But, more truly affordable housing is needed

There will be a lot of issues about building materials. 1, The New OCP permitted high-rise building at the same area. As an architect, worked in Canada, USA and many other countries, I designed many high-rise buildings in low mainland area and other cities. I believed the most popular high-rise buildings material are metal claddings and maybe concert. Wood are not allowed on high-rise building and Stone are also not safe to be used, because of the fire hazard and falling off. The neighbourhood will have to permit metal cladding sooner or later, in my opinions. At least last ten years, I have never seen new high-rise building without metal cladding on low-mainland area. 2, The limitation of non-combustible construction. Metal cladding is perfect material. 3. Modern metal cladding can look like any material, but more durable and low maintenance than other. The purpose of using wood or stone are for their appearance, unless there are other special reasons. We can easily get it with better quality, more durable and more environmentally friendly metal cladding. The metal claddings can be looked like wood and stone easily.

I believe there is un-used space within the existing Courtenay boundary that should be used before we extend further into the environment (if we ever do). We live in such an amazing environmental area and we should do everything we can do disturb as little as possible of it.

Expansion only being allowed for commercial and industrial seems counter to ten minute neighbourhoods and commercial density.

This strategy will only further reduce the supply of housing and increase the cost. Terrible idea

densification should only be in certain areas not everywhere

It all depends on whether the growth is evenly divided between West and East Courtenay. There is quite a bit of infill in both locations, but it seems that all the recreational facilities fall into East Courtenay only. This could be a very good plan, but it needs to have community input.

Yes -please stop the sprawl . Build up - reuse older buildings- parking parkades instead of larger parking lots

There are many advantages with encouraging growth to existing areas including pedestrian and cycling access. Also good for offering public transport. It allows efficient use of urban facilities like water, sewer and street clearing/cleaning.

Protecting our remaining forest canopy and other natural environments is important. Prevent further urban sprawl.

Let's protect our greenspaces and limit sprawl

It totally makes sense to limit expansion and build up not out, noting we still need to retain natural/ecological and agricultural lands within city limits.

I'm concerned about the protection of the preservation of our beautiful outdoor areas surrounding Courtenay

Growth Only in Existing Areas Comments

I think it is important to think long term and protect our forests, parks, natural landscapes and farming land. I agree that the density should be maximized in the urban areas first before moving out.

This is a sensible approach to avoid sprawl.

If this only results in mega-density in existing areas, then the quality of life will be compromised. In a vacuum, this statement is Ok

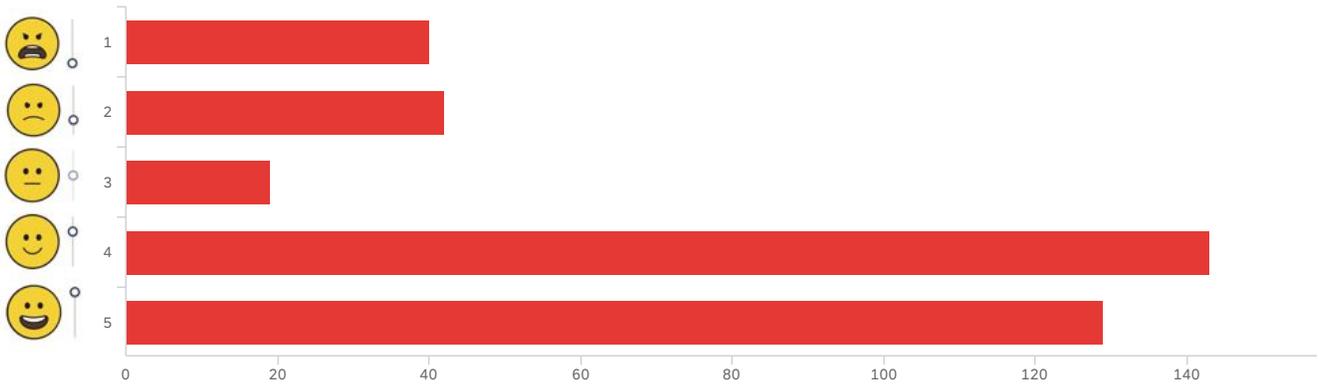
Limiting growth outside city boundaries is important for continuing land use, specifically for farming and recreation. Creating density within existing boundaries leads to a richer urban experience.

Extending the City's already overextended boundaries even further would be a terrible idea, mostly because it would mean taxpayers assuming even more depreciating assets.

While density needs to increase somewhat I worry about the nature of the density and the resulting traffic. Seniors (perhaps the largest and growing chunk of our demographic) don't want to retire in homes with stairs or stacked in multi-story residences with noisy neighbours. Seniors don't need expensive SFD but there seems to be a lack of ground level multi residential planning (one level patio homes and row housing).

I think it's vital that all future growth take place within the existing Courtenay boundary.

2 - Focused Growth Happy Face



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Focused Growth Happy Face	1.00	5.00	3.75	1.32	1.75	373

#	Field	Choice Count
1	1	10.72% 40
2	2	11.26% 42
3	3	5.09% 19
4	4	38.34% 143
5	5	34.58% 129
		373

Showing rows 1 - 6 of 6

2 - Focused Growth Comments

Focused Growth Comments

This looks good as well. The compact mixed use makes owning a vehicle not necessary.

Roads connecting to east Courtenay should have more lanes service the density that is to come.

No point

I agree with the concentration of growth within the primary and secondary growth centres in order to grown the city centre and protect the green spaces.

Avoid blocking the views that makes Courtenay beautiful. It is so sad to see a once gorgeous view of the acomox glacier and the Old Vine Covered Church Theatre blocked by buildings. Do not destroy the waterfront views on Cliff. Set up seated, strolling, parking, and picnic areas along the waterfront that are easy access... and not filled with high density, unaffordable high rises that create animosity between population groupings.

I would like to see two things: one, more areas of secondary growth, and/or far more extensive public transit, which includes SAFE bicycle and walking paths. If public transit isn't in the works, then there must be more secondary hubs, with full services, within easy walking distance of the two vital growth groups - seniors, with their steady incomes, and young families moving up to provide a strong tax base. If you want fossil fuel vehicles off the road, and we all want them off the road, you have to supply one or the other. Both would be best.

Labeling something as no growth is hard to remove later for those individuals impacted.

How many new buildings do you propose to put in the Home Depot and Costco parking lots?

Need more building lot for houses. Not everyone wants to live in a condo or apartment.

The fact that single family homes have become desirable due to Covid and future concerns should be on the cities radar. People are leaving the big city centres and coming to our community so that they can get away from such condensed living.

It appears that the city wishes to dictate how we will live and what options will be available. That is not the roll or the mandate of the city. It is another reason why we currently have no available inventory of building lots and homes available for sale. Also, why should my tax dollars fund this t5ype of activity?

My only reservation with a focus on corridors is that long, narrow corridors tend to be car dependant and they often put housing for the most vulnerable among us on high traffic, high noise, high pollution areas while sheltering more affluent residents.

Top of Ryan area has loads of green space and animals that will disappear.

I think this is a great step towards densification.

Density is better.

Why is any growth in the floodplain being considered?

Overall I like the approach. I'd just like to see more thought given to decentralized neighborhood gathering opportunities like small village shops and cafes.

I'm not clear about the explanation of "infill" which I find a bit vague. More detailed explanation is needed.

downtown densification is key. looks like my neighbourhood is going to experience growth. please dont develop harmston park. instead focus on the west side of mcphée between 5th and cumberland rd as a commercial down residential up model. with a focus on art spaces. galleries, studios, cafes, music venues etc.

I am concerned with more growth in the Ryan, Lerwick, Mission, area as the traffic is already horrendous with the hospital, college, and big box stores.

Please keep the charm and uniqueness of each neighborhood in mind, but I agree with the densification.

I encourage new development to focus on other modes of transport: car-share, electric scooters and bikes, bicycles and buses. Can we make new buildings life oriented and not machine oriented? (e.g. pedestrian paths and gardens and benches at the forefront)

Focusing growth in specific areas leads to concentration of amenities and means that those in the existing developments are left away from them. Further by concentrating the growth within specific areas it requires higher density within those areas while leaving the unchanged area at low densities with poor walkability and connectivity.

I do believe in variety and easy accessibility for those who choose to live within a city centre.

Practically wha does this mean - that we all support a transit system that is expensive to run and has limited utility. Mixed use sounds good - but who will support merchants in the interim? The City?

I recognize that as our population increases, inter-city development will occur. I live in the neighborhood adjacent to the Veterans Memorial Parkway. While, I am satisfied with the primary and secondary growth centers being developed, I am concerned about how much of this area is designated as 'infill'. Much of the areas you have designated as 'infill' are green spaces that are crucial to the day-to-day well-being of myself and many other people in my neighborhood community.

Strong support for densification, especially infill that maintains community neighbourhood scale while increasing density.

good idea to keep growth close to services

Currently, the only practical, reliable way to get between many of these so called 'growth' centres is by private automobile, a majority of which will still be fossil-fuel driven for the next several decades.

Having secondary growth centres will hopefully mean more walkable communities. I live on [REDACTED] and it is wonderful to be able to walk to the main services I use. In many of the subdivisions, that is simply not possible. And bus service is not currently a convenient mode of transportation at all.

Economicd

The goal of increasing density by allowing two dwellings per lot should not be allowed to justify reduction of setbacks from streams. Indeed, these buffers need to be strengthened to defend our natural environment from further encroachment and degradation from human impact and to ensure our natural assets continue to provide services such as flood attenuation. In several cases there is a conflict between the policy of promoting densification and the policy of protecting ESAs, and in particular respecting the 30 meter stream setback. We can choose where development goes but we cannot choose where streams go. Therefore, protection of the riparian corridors should take precedence For the Lake Trail growth node, Arden Creek flows through almost all lots on the north side of Lake Trail Road. Properly applied setbacks will significantly reduce the developable area in this location. In such areas where multiple properties contain ESAs, these should be clearly designated as distinct from the rest of the node where growth is being directed.

The Coastal Douglas-fir Conservation Partnership (CDFCP) supports growth within the Primary and Secondary Growth Centre's. Focusing development in these core areas will enable the effective delivery of services while reducing the pressure of urban intensification in other areas of the City of Courtenay. This will potentially provide opportunities to reinforce / establish the habitat connectivity highlighted in Map F-7 Terrestrial Environmentally Sensitive Areas.

I do not want things over 4 stories. I dont remember that rule being changed?

Have you looked at the present developments that have been and are being built along the Ryan corridor and beyond in Comox?? Does the city communicate with Comox? and or the other communities making up the Comox Valley? Too much of this plan is designed around your "very important partners" the developers and realtors which are over building and over selling our valley prior to this OCP taking into account the infrastructure needed and desires of all of the members of our community!

"...up to six storeys or more..." Six stories should be the LIMIT!! Let's not be another Kelowna - yuck! Traffic patterns are going to have to change - direct truck and delivery traffic from the Inland Highway up Veterans Way, rather than through the already congested town and bridges.

I am concerned that the intensity of growth in the Ryan Rd./Lerwick Road area will cause huge backup crossing 5th and 17th St. bridges. There is a tremendous amount of growth occurring in Comox as well and that will add to the congestion crossing the 17th St. bridge to downtown Courtenay and Cliffe Ave.

I have mixed feelings about this. The barbell development we have now (essentially two commercial cores held together by the bridges) is a huge cause of congestion. Likewise, it's been sad watching family homes be pushed out of the downtown by a growing commercial centre. Neighbourhood commercial centres are also important, and don't seem much attention to that.

Courtenay does not have the resources and roads to handle this densification. What used to be a quaint town feeling will become over density city.

Looks Logical to me

It's hard to tell from this map where exactly the hotspots are located, but agreed that the growth should be focused along important transportation corridors.

In general, creating smaller, more efficient living spaces is a positive move -- especially for young people who want to live and work in close proximity and for older people who want easy access to shops and social interaction.

Again, we should not have any more buildings over 4 storeys in the Primary area along Cliffe Ave., especially with the proximity to the Courtenay Air Park. Downtown is fine to ease traffic congestion for those working downtown.

I live in the Old Orchard so can fully appreciate the "10 minute walk" concept.

Not sure, think comox valley a mess now, in the past 40 years of sprawl and development and without a chance of recouping. With unchecked devel. and greed by developers, Comox has gotten too big and the river problematic. More should have been done to shove stuff up by the new tourist bureau area and the like.

Denser growth in defined areas means more green space and less urban sprawl. Bravo.

This is agreeable, but only if the homes are affordable, a single person cannot afford to live in the valleys current situation, when 70% of your income has to go to keep a roof over your head, it is absolutely absurd.

Agree with infill development! Do Not spread further out.

I can't really locate these nodes as well as I'd like. I'd need to see better maps with road and street names and titles like hospital and school. I'm in the dark here. Can't answer.

I am concerned about rezoning and potential development on HQ Road due to the rural nature of the area, water flows off Mission Hill, loss of vegetation and habitat. The Tsolum River will bear the brunt of any fallout/pollution from density development in this area. I am concerned about 6 story buildings and would prefer 4 stories everywhere.

The traffic is ridiculous off and on Ryan already. It's like living on a freeway now. Filthy! Noisy! I will have to move because it's gotten too dirty and noisy. But just keep building unaffordable condos along the corridor. Stupid!!!!!!0

I favour policies that provide more land. Supply & Demand, we have lost of demand but little supply.

I think this is great. We need more diversity in housing and land use types throughout the city. Densification and the mixing of commercial and residential spaces makes for walkable, vibrant, and safe neighbourhoods. I do have concerns regarding zoning changes and whether this will actually be supported by the neighbourhoods that they are proposed in outside of the primary growth center.

Growth in these areas makes a lot of sense. However, growth requires mindfulness and prevention. I live in one of the growth areas and have noticed a significant uptick in crime, homelessness and drug use. Successful growth will require proactive policing and prevention programs to ensure retention of existing community members.

Infrastructure to support the growth in the Ryan Lerwick area needs to happen. Already there are traffics back ups travelling between Mission and Ryan on Lerwick.

This makes sense to me. Future development in the 5th st area should move towards a reduced traffic future. It is the are of Courtenay with the most culture. With reduced vehicle traffic comes increase pedestrian traffic!

I'm not sure the 10 minute neighbourhood is viable.

Makes sense for this type of development

As I live in a primary growth area, with the Junction, Salvation Army, and Rehab Center, plus Kiwanis, I wonder where this primary growth will take place. We chose to live in this area for it's peace and quiet. 5th Ave is already a busy street and drivers and motorcyclist speed along after the more contained part of 5th. This primary development will mean more traffic and noise.

It sounds like we are all going to have to live in apartments.

Happy to see that a majority of the growth will continue to be centralized and remain in the existing downtown core and Lerwick Ryan Road areas.

I prefer a "node" approach rather than a corridor approach. With the corridor approach, the existing corridors get busier. Cliffe Avenue is already a speedway; I'd like to see at least one more set of traffic lights on Cliffe (with crosswalk), somewhere between 19th and 23rd. This could slow down the speedway somewhat, and also provide one more place for pedestrians to cross Cliffe from the river side to the more heavily commercial side. This plan is building on existing realities of Courtenay's layout, with the secondary growth areas being like "nodes".

I'm not in favour of having the area of Fifth extending past Harmston becoming a primary growth centre. To me this area is residential and Harmston Park should be maintained as a green space with perhaps a playing field or play ground or dog park included.

This plan makes sense in that you hope that vital services, groceries, basic care shops are located within a a reasonable walking or busing distance for all persons.

good to hear primary and secondary growth areas have the opportunity to expand upwards and sustain these core areas for the future.

Most new residents come from larger urban areas. They come to retire and most are interested in single family properties. You are proposing a housing model that will not appeal to most people that wish to live in our city. What data did the city use to propose this policy remembering that we are a small city of 28,000 people. Your proposed model looks like something that would be a better fit for larger urban centers.

As a senior who currently lives in Area B my hope would be to move to Courtenay West in the future. A welcoming space with an affordable residence (apartment, patio home, condo) close to amenities is my dream.

I agree with focusing growth in the already hustle bustle busy areas is smart and responsible management in general.

Neutral on this one. I understand the importance of growth but I'm not really fond about it.

In theory this sounds good however I do worry about the population increase in this area and the primary growth areas don't seem big enough to accommodate for that in the future

Planning for density will ideally make the city a sustainable place to live as the city grows, not just for homeowners but also for renters, students, etc.

The primary growth area along Cliffe Ave from 5th St. to S Island Highway is already too busy and congested. The amount of traffic and the growing traffic volume for that area needs to be addressed. Plus, there is already a lot of commercial space in and around that area which is empty and currently for lease.

THE LINES OF DEMARCATION ARE ABSENT. Far too fuzzy to be a real OCP document. This leaves City planning (development industry) in the drivers seat when it comes to development in the City. I do not know what this OCP has cost us but it does not compare favorably with the OCP documents that I have read in the decades past for Surrey and White Rock.

Density makes sense; mixed uses very important to reduce travel needs.

As I previously stated, the lower Headquarters Road is no place for further large scale development. This is also a safe corridor for school travel to Vanier. The traffic would be absurd and unsafe with large development in that area for Vanier students walking to school.

It prevents sprawl

This makes sense

The idea of having mixed residential and commercial (coffee shops, deli's, medical/dental offices etc) is a great idea for those in the community that find it difficult to access these facilities ordinarily.

Ryan and Lerwick is so accident prone, as is the bottom of Ryan at Back Road. I think road safety needs to be addressed first before anymore enterprises or homes are built in the area. Development along Cliffe makes sense.

It's okay. Courtenay feels less like a town or city to me than Campbell River. Courtesy feels like it's businesses just built up along a highway that goes through a town. This plan does nothin to change that. Frankly I've visited a lot of cities and towns in our country, and Courtenay is poor in the ranking of making the core beautiful, vibrant, energized with business. The entirety of the stunning river scape is a waste - not at all used in a smart way. And this intensification will likely just highlight the poor planning

Developments with reduced parking requirements in these corridors will limit occupants employment opportunities to the wider area and limit their access to wider shops and services leaving them at a financial disadvantage to single family home owners with ample parking. It will also limit businesses ability to attract new customers from outside the immediate area.

Not everyone is able bodied to be able to walk or bicycle to the stores they need. Also expecting people to only shop in their neighborhood is ridiculous. 5th st is a special place with many amazing tax paying merchants. We need to protect this vibrant street rather than encourage people not to go there.

A great idea to expand the areas already in use, and encouraging people to shop in designated areas means less driving, but isalso good for small businesses

Makes sense.

What about growth around Veterans Memorial Parkway?

I do not mind if the stores are for everybody. I do not wish for empty office buildings.

A lot of trees have been lost up in the Ryan Road area. What is happening with the North Island College Lands? They have some beautiful woods in there, hate to see them all gone.

A growth of mixed use allows for people to work where they live, reducing heavy vehicle traffic which produces pollution and frustration.

You are concentrating all your growth in these areas only because commercial activities already exist there and not because they are logical locations. There already exists terrible traffic congestion and noise issues in these areas (which are being now combined with ongoing and future residential development). My concern is large development focused on these areas will exasperate the traffic problems and channel more congestion towards the bridges; a nightmare. We need a thorough traffic plan to build the city around. A ring road to take congestion away from the bridges. This may open up some more logical locations for expansion and commercial development as well as distributing the the traffic and controlling the noise.

My reaction to this proposal, follows from my answer to your first question.

I support the node or hub concept of development with mixed use in these areas. However more attention needs to be paid to the walkability of these areas, eg., the Superstore area and Crown Isle Plaza area are not very walkable or bike friendly. When approving development, Council must consider how each project contributes to the neighborhood feel of the area, and ensure that it is safe, inviting and connected. Both of the above areas are very car oriented, and challenging and unsafe to access on foot. For example, I am less than 2 km from Superstore, but the lack of active transportation on Back Rd makes it inconvenient and unsafe to walk there.

The cliff corridor south of 17th is not pedestrian friendly Need more signal crossings

Why promote growth at Ryan and Lerwick? Too far away from the centre of town.

I am not sure about this. Having a primary growth centre being spread out all over with secondary growth all over the place, is a big question mark for me.

Further development near the Costco will likely only attract more car dealerships, which consume massive amounts of water somehow and occupy tremendous plots of land for what they provide.

I'm glad I live in a primary growth area

Why do we need to grow and grow? We are all here right now because we love the small town feeling that is quickly fading. Is it solely to bring in more money? Why not represent the people who live here and not the developers or ones who want to move here. it has to be about money?

I like the idea of having housing and businesses closer together. Having more micro-communities will make it easier for people who can't or choose not to drive to to get their needs met within their communities.

Why limit to 4 storeys in secondary centres?

Happy about what Courtenay is doing. How is that connected to the Comox and Cumberland planning?

I am curious about traffic and transit and how the more dense housing in existing areas will be managed so that people can walk or bike to amenities more effectively, thus limiting the use of cars, pollution and noise. Let's become a walking city! We have the climate.

It's fine if you want to live in a condo. But what if I want more choice of single family lots?

Makes sense.

This is great! And exactly how I would hope our city grows.

This makes sense. Keep a focus of Downtown as a destination for arts, culture, recreation, events, food and retail.

Agree with urban density plans.

At least 6 stories and I would say even more in an apartment complex within the city. People who can afford to live, shop, play in the city without a car.

Centralized growth is better for reasons of the environment, as well as local businesses will benefit more when the clientele is situated close by.

This concept makes sense and will create somewhat of a vibrant downtown living areas and if coordinating this concept with enhanced transit may work to reduce single vehicle trips. This will, however, likely result in more upward pressure on Single Dwelling homes as that is and will remain a highly sought after housing product.

More active smaller centres are good, reduce car usage

I would prefer that primary growth was limited to the west side of the river.

I don't want 6 story buildings anywhere.

As with most of the OCP, downside risks are ignored or denied. Taken in singular context, this is an innocuous policy. In the full context of the OCP, this policy is part of a vision that might well move Courtenay into a low income, high cost economy. Another obvious risk is how crime rates will be affected by a densification objective - the "healthy neighbourhood" concept is attractive but doubtful. Coupled with the cost of approved infill structures, and the gap between population projections and reality, affordability is doubtful.

Do not compromise the Courtenay Airpark

The areas identified as primary could only be condos on the river or unaffordable single family dwellings in the Crown Isle area. Not sure this works for low/middle class families

This may help with the housing crisis

I am happy with these areas becoming more dense. However, along Cliffe and the Ryan/Lerwick area, it's very important that they also become much more walkable and bikeable.

The areas for focussed growth can help restrain outside pressure to expand.

I have mixed feelings in that there is too much concentrated growth in the designated areas. Already, the traffic has increased so much that the noise level is difficult to have a quiet home. I've recently moved to east Courtenay and in two years the noise from Lerwick is like living on s as freeway. There is so much traffic and with the concentration of people there are not enough bylaws to protect people from close neighbours who smoke pot in your window or have trampolines 6 feet from your patio. You do this you need to bring in bylaws to help people have a quiet safe living place

This makes sense based on how the city is already structured.

Yes, please retain greenspaces. Please consider densification carefully, we need more affordable housing. We need to encourage builders to build them - rental housing which is affordable and only this. We have a negative amount available, it greatly impacts every of life here.

I like the idea of focused growth and identifying primary and secondary growth centres because it limits sprawl and supports neighbourhoods and people interacting which is needed for a healthy Community.

I see more traffic congestion. What is needed is another bridge or a bypass road.

I believe the largest growth area should be set further back from the shore.

We just purchased in Crown Isle and a big reason for buying there was walkability. We can easily walk to shops.

Looks good. However, with all this growth, how are we going to handle all the extra traffic across the river. We need another bridge! And please don't say "more bike lanes". There are a lot of older folks here who are not about to be able to pick up a bike and peddle across the city!

I like this but assume it means these buildings won't be put next existing homes. For example I don't want to leaving next to a 4 store building where a single story home was. I'm ok with building in available land just not replacing existing homes

Great idea but it needs to clearly identify that there are sub-areas (north of Lake Trail Road, as well as south of Embleton Crescent for example) where protection of the ESA will be the dominant policy.

I feel just okay about this. I'd rather see Courtenay remain a small community and not promote people to move here from other places. BUT, I'd like to see young people who grew up here, be able to return.

I believe we do need more high-density affordable housing options! Especially one bedroom and bachelor for young people and students

Growth will happen, but it seems to be at an astronomical rate lately! There are new developments going up everywhere, every time I go for a drive. I know it's progress, and people need places to live; my children cannot afford the current rents! Courtenay is losing its charm!

I feel 10th street and area is filled with small old homes that have neared their life . More apartments / Condos need to be build to replace the small single homes to add density in the downtown core.

Existing corridors are the logical places to promote greater density. But I hope we never move to allowing high-rises in this city. I would prefer to see all new buildings designed to encourage personal communication and interaction. (Six stories is said to be the maximum comfortable height for calling "hello" to someone on the street below.)

Densification works if infrastructure is paired with it.

Sounds like a reasonable balance to control and densify growth.

All these areas are already quite dense..

increased population will require more single family homes, we won't all want to live in multi family units, or are you telling us where we will live?

Limited densifying in identified growth areas is good but support for DT merchants by property tax relief (designated heritage area), multiple level parking, one way in bound (E to W) on 5th, parking one side only and full time allocation of street(curb lane) activities is immediately necessary.

Going "up" and not "out" is a good move - I think. I just don't want to live in a community, especially one as beautiful as the Comox Valley - where all I see is buildings.

Limiting building height by area, focusing on expanding town centres and corridors, and making sure there are amenities within walking distance are all great ways forward.

Primary growth centre on Lerwick and Ryan Road does not make sense. Where are you intending the growth to be???? Currently only available land for the growth is removing the trailer park on Ryan and Lerwick further impacting those residents and affordability - Is this what is envisioned??? Or do we tear down my neighbourhood in this area to build apartments and condos?? Development has already occurred in this corridor by Mission Rd. NIC student housing is fine. What other development do you want on this corridor next 10 years?? It is already fully developed!! Unless you want single family neighbourhoods in this area destroyed??? Is this the plan????.

limitations and recognition of heritage areas and residential integrity but also opportunities for new housing and employment

Areas proposed already have commercial, and residential on them . People of the Comox Valley wish to have homes and people moving here want the same.

Makes sense however High Rise Density in areas that are primarily Single Family homes does not make sense.

I appreciate how this goal links with the need for efficiency in local services, makes the city more walkable and takes advantage of spaces not being used for other purposes. I also appreciate that what is planned builds on what is already there

In general, I appreciate the concept but my neighborhood is totally neglected in the document, with not one mention in the OCP. This makes us feel disenfranchised even though it is only a 10 minute bike ride down to the Walmart complex.

all in place already.

4 to 6 story buildings should stay along Cliffe only as far as Walmart. Too much urban sprawl. The city is not big enough that we need shops, services etc extending all the way down past Walmart. Everything is within a reason travel distance as it is by bike, walking, or car

Better access across the river should be part of the plan, to better connect the multiple town centers

1 - 5 stories is acceptable but 6 - 8 is too high and is not in keeping with the current cityscape.

There should not be any building higher than 5 stories in all of the valley

The city needs to reexamine the no growth zones and better coordinate with the CVRD in gaps such as along lake trail road.

While this makes sense the traffic will continue to rise as while in an ideal world more people would bike or walk the real world results of high density seems to show the car count would only rise to meet that increasing population.

No more development until we have more infrastructure

I don't like the "six storeys or more" "restriction" in the primary areas. I would rather see it defined as "up to" a set number of storeys. The way it is written now is too loose and makes me worry that there could be taller buildings in the future.

I'm in favour of growing neighbourhoods to provide more local access to services, but not to densify accommodation.

Provides for easy green transportation and greater citizen involvement within their corridor as well as employment opportunities closer to home.

Densification - yes - pockets of density sounds good!

This needs to be looked at in conjunction with public green spaces. I love the density, but if families don't have easy access to safe parks/green spaces it defeats the intention.

Relatively happy with these designations. I do notice that the area around Ryan Road and back Road, with many apartment/townhouse buildings, has not much green space or park space immediately adjacent. Is it possible to mix single family with apartments and townhouses? The Valley View/East Courtenay area is all single family. Can the Primary Growth Centres be more mixed? Also concerned about maintaining 30M setbacks along Arden Creek and storm water inputs to the creek, if development along Lake Trail Road in that Neighbourhood area replaces single family with multi family. Otherwise increasing density in that area fits with smart growth.

Not a fan of too many 4 to 6 stories. We live in a beautiful area and could block view for only a select few in the top floors.

I think it should include the large vacant area behind the RCMP building. Perfect for shops and workplaces within walking distance of all the high density housing along Back Road and Braidwood Road.

Increased vertical density rather than sprawl is an excellent initiative and use of existing infrastructure.

Do have concerns of the ongoing development top of Ryan Rd. Lerwick area, traffic congestion is high already.

I'm very happy to see a plan to densify around the college and near downtown.

We don't need tall buildings wrecking the beautiful views the valley provides.

Traffic is terrible in most of these red zones. All new buildings must have their own parking and electric hubs and tree planting programs.

That very relaxed smear of colour is probably over the park on Harmsten Ave. Don't build in parks or green spaces!

It sounds good to me that you will have "hubs" all over instead of one big commercial centre. Means people can access them easily rather than having to drive everywhere.

needs excellent transit infrastructure as well

Lots of buildings in this area getting older and also some established business' have moved, so there are some decrepit and empty areas that could be refilled with something more useful/modern eg. old Finneron dealership area, Courtenay Hotel area

Keep the commercial core on its existing footprint

I would like to see less than 4 story buildings.

Does not matter when council goes along with OCP with checking facts

Pocket expansion can create traffic control issues, and have infrastructure (water, sewer, power, waste management) challenges that become issues when one or more service fails.

As I understand the map, south of 17th street Fitzgerald will be used as a frequent transit corridor which is positive. But, I am wondering how exactly Cliffe Avenue (between 11th Street and Anfield Road) will develop commercial and residential density, keeping in mind that there are currently very few ways for pedestrians or cyclists to cross Cliffe Avenue in this area. It would effectively cut the corridor into two, as Cliffe currently cuts off residents from the riverwalk (speaking from experience).

More growth needs to be focused on the waterway on the east side of the bridge. It's all abandoned or industrial space. There is no access to water walkway or commercial areas on east Courtenay.

Better use of existing land is importantalso keep development fairly close to town centres for added convenience and reduced commute costs

This makes sense as a strategy to maintain natural spaces, places for wildlife, and trees. Also seems like a great way to improve alternate transport options. It would be nice if there was a way to make the Ryan Road area more welcoming to walkers and bikes.

It makes sense to direct the expansion to areas that are already dense with either residential or commercial buildings. Downtown, Ryan and Lerwick are already centres of growth. Cliff Ave needs development but it also needs to be less car centric. How to do that is a challenge.

More than six stories should be the norm, with underground parking mandatory. A moratorium on single family dwellings would help. Any development should improve active transport connectivity.

Seems nice! I use the bus to get around, so it's handy to have growth in the city be more concentrated to accessible areas.

How the growth will happen makes sense to me

6 stories really. Growth on main drags. Multi use blogs. Crtny will look like Nanaimo & any other wannabe big city. What a shame. Thinknoffices will remain empty. Ppl are choosing to work from home instead...

You are already destroying 5th Street's ambiance by allowing a 5 story development on the corner of 5th and England! (Let alone the botch-up of 5th past Fitzgerald, where there is no room for firetrucks, busses, movers, or anyone else to stop to do their jobs.) It is time to leave what is left of the downtown basic area alone! That also includes the area around Lake Trail school. And for heaven's sake, leave the Old Orchard area alone, too, and the area all along the Puntledge River.

Those areas are already traffic bottlenecks

Makes sense to be able to shop, work and live in a small area.

This looks good, but there should be some attention to the areas around the waterfront (with consideration for environmental protection) like maybe some commercial development along the riverwalk etc. Make it more accessible for everyone will make Courtenay more attractive

Already is huge densification happening in these areas which have caused great shift in the aesthetics of some of the areas, eg. airpark. Also hard to envision what more densification will look like in 5th Street corridor without again impacting the character of the area

Reflects well the current trends.

This map is too vague to make any sense out of it

...

Unfortunately, the city sees more residential areas as a plus. Yes for increase tax basis but again the quality of life goes down as you cram more cars into a small area without better public transportation. Will people use public transit? We have become a car oriented community. Seniors would rather drive than ride a bike, walk or take public transit. Look what is happening on Ryan road now.

It's good to have a city centre and town centres but Cliffe Avenue is both a provincial highway and a main street. It's not a good plan and it's not attractive. It needs a boulevard plan. Focus growth away from the highway section. We need a boulevard trees, bike paths, benches etc. The area around Ryan and Lerwick is outdoor malls and big box stores. It's not a town centre. It needs housing, bike paths, walking paths, access to the park and city land.

I like this a lot. 10 minute neighbourhoods are the drea. Perhaps reduced business licences for those in key zones

Looks like only growth is where courtenay car center is

I feel this is this is great as long as there is some emphasis on developing the western corridor ie: Cliffe Ave as it feels like it has been neglected somewhat. I understand the focus of development upon Lerwick is industry driven but it would be nice to try to encourage positive industry development in the west as well. I believe the river should be a continued focus to making Courtenay a vibrant waterfront city at the same time creating development that addresses sea level rise.

This makes sense for improving walkability and centralizing commerce. Primary concern is accessibility across the bridges because they're already so busy

I like the idea of designated growth areas so that it feels purposeful and doesn't disrupt the character of other areas.

this is a good idea on the surface, however, more details will be required to assess this - will retail, schools, medical care services be developed at the same rate for these hubs? What happens to semi-industrial areas that currently have low density and do not look very appealing e.g. SW side of McPhee? These areas also offer a good opportunity for growth

The city needs to zone ALL residential areas as R2 and make the process of making legal secondary suites and carriage house dwellings easier. Further, more apartment buildings are needed. This should not be confined to one are of the city

Focused density is important, but consideration should be given to ensuring that those living outside of growth areas have increased access to amenities that do not require car trips as well.

That's good there are too many empty buildings and lots in the city core.

Again, I think the vibrant easily accessible and walkable community is the answer if you want people to use their cars less.

As a society, we have become used to having 'dead space' (lawns and roads) take up approximately half our space - what an amazing waste!

This sounds like a good strategy. I actually thought that was already how Courtenay was operating

It is not clear what to expect in the secondary growth areas

This appears to not have substantially changed from current usage.

This is all well and good, but, again, there must be adequate infrastructure in place to accommodate anticipated growth.

Again concerned with this densification and water issues. I am seriously doubtful there is enough in the long run. Not impressed by anything taller than six story buildings. Quite honestly I see Courtenay becoming the next Surrey Place.

really love this. more people and density in these areas will hopefully attract more businesses but will also allow transit to be more focused, bike/sidewalk improvement focused, even road/signal upgrades are more focused. There's already a lot of services in these areas and having more people living near them is good for everyone

The only comment I have regarding this is to question whether all existing growth centres need to remain? Could they be reduced to key areas instead? This would allow more growth for residential or recreational areas. And if it decided that they are all necessary, are these centres servicing surrounding residents adequately? Tin Town for example feels very disconnected from any other destination areas within the City. Would these services be relocated within the urban corridor instead? Could the urban corridor itself be concentrated to a smaller area to reduce the existing sprawl of destination areas?

I appreciate densification along existing arterial corridors. Good for transit use, walking, etc

Densification of existing residential areas is desirable. Pedestrian and bicycle infrastructure will need to be upgraded.

We need less fixation on separating homes and business locations, so the key for me is the addition of homes along with shops, offices, etc... I am expecting you are NOT going to set aside the single family dwelling controls.

The development plan within current boundaries seems to make sense. Appropriate infrastructure needs to keep pace.

The lake trail/Arden corridor has some of the very few remaining close to town lots large enough to farm/be sustainable. None of that should be chopped up into small lots. It's an absolute shame what they have done to that wetland area already and haven't added any decent parks, just a gravel walking trail over wetlands. That's a critically sensitive habitat and shouldn't become high traffic walking corridors filling in wetlands to accommodate growth. That Simba development would be a great area for a small group of houses/or small apartment complex that had a large park and large community garden spaces.

I would like to see a no growth area instituted between Back Road and Hawk Glen Park. This land is identified in the OCP as 'institutional', and is currently composed of grass, trees, and bushes. The Lerwick Nature Park is protected, but unfortunately does not support much wildlife (limited access to water). The land on the other side of the Sheraton Greenway (that is the marsh land beside the pedestrian connection between McDonald Rd and Hawk Drive) supports many species of mammals and birds (including waterfowl, hummingbirds, hawks, falcons, owls, woodpeckers, vireos, kinglets, wrens, and jays). The land is not particularly well suited for development as parts of it are waterlogged for much of the year.

Allowing secondary spaces (like tiny homes) in current, old single family properties is SO NEEDED! Thank you!

Increasing core density is good. Less travel for residents if needed services are also in the core.

Smart. I hope that these higher density areas include walkable trails and perhaps community gatherings (gardens, play space, coffee shops, gym etc) and movement throughout so that it feels like a space to enjoy and is fluid with its surroundings. Urban space that creates cohesiveness and a desire to walk around your place of residence

Despite the fact that I respect the city is attempting to localize growth to pre-prescribed areas to reduce urban sprawl, the infrastructure to transport people in and out of these very same areas is extremely underdeveloped & limited. My concern is that the rate at which people will be moving into these allocated areas will exceed the rate at which infrastructure can grow, as we already see on 5th and 17th.

You seem to have forgotten that our aging population require physical activities other than hiking and cycling. If I understand, there has been no land and development for pickleball courts addressed by the Courtenay City Council. Pickleball specific courts have become a requirement of for our growing senior population. What is the plan regarding this issue?

Expansion would be better spread out over a more extensive area than creating overcrowded main areas with pinch points in high traffic areas.

Six stories is to high. I recall that the Air Force base limit is four stories.

These are good areas for focused growth and I appreciate the focused approach. I do find it concerning that the two primary growth areas are so far apart, requiring a vehicle to commute from one to the other.

Ensure that new developments have some kind of housing component. THings like caretaker suites, staff suites and other things like that can ensure that people have a place to live while they work in the new developments.

Again too high a density, too difficult to cross the river where all major services are, ambulance fire and shopping

Why? We aren't Vancouver expand more this will not work it will be to crowded in these areas for anyone to even access with vehicles.

Higher density in concentrated areas

Good choice to focus within the current city boundary

Not enough primary and secondary growth

This whole strategy sounds very much like agenda 2030 by the United Nations. I don't want to have to cycle or walk everywhere, and I don't want to have to live in a high density urban environment.

I love the idea of a more walkable city, and these zones totally make sense. I would like to see a larger police presence and more support for the needy in the primary zones. I worry that a lazy approach to the complex issues of mental health and drug addiction will mean just pushing problems out of primary and secondary zones and into the infil areas. The train tracks are a good example of this.

Our sightlines are disappearing. It will begin to feel like a city where you look around and see buildings and have to drive for a view. This will affect overall moods of our community members in the long run. Additionally, I wonder about water levels over the next decade or two and how all the riverside developments will be effected.

Would love to have more vibrant downtown area, plus added bonus of the corridor areas

Primary growth needs to be occurring everywhere in Courtenay, not just specific corridors

Building up is better than building out.

That's fine as long as roadways are expanded. Already way too much traffic in the entire area that the map depicts.

Looks good.

we need more growth

All the growth - new structures / apts being built now near quality foods off lerwick and down by superstore area..... what sorts of people will inhabit these communities. A little too close for comfort. Will they become " the projects " ? Its a concern for those living in the crown isle area.

Building up and on vacant lots seems like a good move... However, the need for housing must be considered - even outside of current growth areas.

Way too much material to have to read before getting down to the description of each area. Even then, nothing is clear reading.

Again these areas are already built .you are highlighting areas that are already built with new housing or already contain stores like home depot and the North college location. The places you could develop in the future are current trailer parks but again are you going to build 6 storey condos there ?

Alright, this is far more encouraging. If city boundaries are to be constricted then absolutely yes, the city MUST build up and stop considering itself a rural enclave. I don't need to tell anyone who's lived in the valley the last year that 17th bridge traffic is akin to what you experience in downtown Victoria. If the town fails to efficiently urbanize you will be faced with an overloaded aging population and no young people to work as nurses, care home aides, and paramedics due to the increasediving cost. I'm a young person who makes about \$80,000 a year. I can buy a condo here or a mobile home. That's the story of an urban centre, not a small rural community.

Town is to packed apartments are over priced this city is not that nice

Infrastructure - especially roadways and traffic congestion are already poor. Other areas need to be opened up for building to allow commutes to be feasible.

This makes future development more predictable because those wanting to add to the stock of housing in the city will know where those opportunities will be supported.

Density in the core is a great idea, and neighbourhood centres help create community feeling

Ryan Road and the southern half of Cliffe are nightmarish for pedestrians/active transportation. Increasing growth in these areas without significantly revamping the roads doesn't seem like a great idea.

Suburbs are a failed social experiment. People need to be able to live near their work. Housing should be permitted in every area. A person who owns a small commercial business should be able to live there, even in 'commercially zoned'. He is having pay rent/lease/or mortgage on his business as well as for a residential home, so that's double, and a totally ridiculous burden

It is important to retain existing parts of trees and greenery in a new development. Example is the new greystones development in Crown Isle where there are no trees retained the middle of the development

i feel that something could be done with the area around the current comox valley dodge. in my dream that land would be used for an apartment building, preferably a concrete "high-rise", with possibly stores underneath.

Again my concern is congestion on the road ways. And the outlining areas of Vanier have always been peaceful country sides so that's also a concern.

Not a change

Cliffe already has problems with volume, lack of pedestrian crossings and access to businesses - this part of the plan seems to be trying to turn it into a Main Street when it's a through way or bi pass. Adding more development here would have to address volume issues.

Proximity to services and not requiring a vehicle all the time will be more convenient and create a feeling of community.

Area along headquarters road should be primary growth 6 stories plus instead of 4. Important for park, school, grocery and recreation access for families with children

Makes sense; there's a lot of under-utilized land in the Lewis Park area.

Not sure on this one. I'm not keen on heavy growth at the top of Ryan by crown isle ,there's so much already there and growing so fast ,the traffic is horrendous. Meanwhile downtown Courtenay 5 th st. Is looking very ragged,worn out,dirty could use a makeover.

Yes, and I'd love to see more emphasis on beautifying these areas and making them more pedestrian-friendly

See previous question/answer

the zoning should be changed as well. The current set back does not allow new development. Almost no lots are compromised exist zoning, such as zoning R4 area. It should be clearly.

The location of these growth areas make sense, but I am hesitant about the six story buildings.

Increasing density should be done carefully, with consideration of existing neighbourhoods, and the impact that high density will have on them. I am curious what the plans are for the addition demands on roads, sidewalks, transit, policing and parking are. People still need cars in Courtenay, even if they use them less. We don't have a European land mass, and we don't have European transit efficiency or European culture. We don't have secure bike storage at shopping destinations. Medical specialists are often located in larger centres and require cars to get to.

There is land on the outskirts of town that needs to be serviced and built out. Not everyone wants to live in apartments and condos. Where is the single family housing going to go?

not sure how the area soon Cliffe can grow as it seems congested now

The primary growth areas make a great deal of sense. I somewhat question the secondary growth in West Courtenay, particularly in the Lake Trail area. This is primarily a residential area, and until sidewalks are constructed to make it safer for students to attend a local elementary school, it wouldn't be in the best interests to add more growth = more vehicular traffic. It appears the plan for East Courtenay is in already established commercial areas, thus not adversely affecting residential neighbourhoods.

love it - concentrate living and working.

Roads, traffic sensors, traffic light timings all need to be improved. The increase in population in East Courtenay and Comox is making cross bridge traffic very congested. If you believe the millionaires buying into Crown Isle are going to walk or bike downtown, you are mistaken.

Growth in existing commercial nodes is good.

Centralize density and development along existing arterial corridors will increase housing opportunities and support a city that is conducive to walking/biking/transit.

Again, it makes sense to focus where growth/density increases and ensure there is a mix of services provided to reduce the need to drive everywhere.

Agree that growth should be focused in these areas before moving out. Create density along corridors with services and keep rural living rural.

Having commercial development in specific areas will help to make active transportation possible without always relying on vehicles.

Increased density will not solve the unaffordable housing crisis. This plan is a developers' dream - cram as much as possible and fleece renters

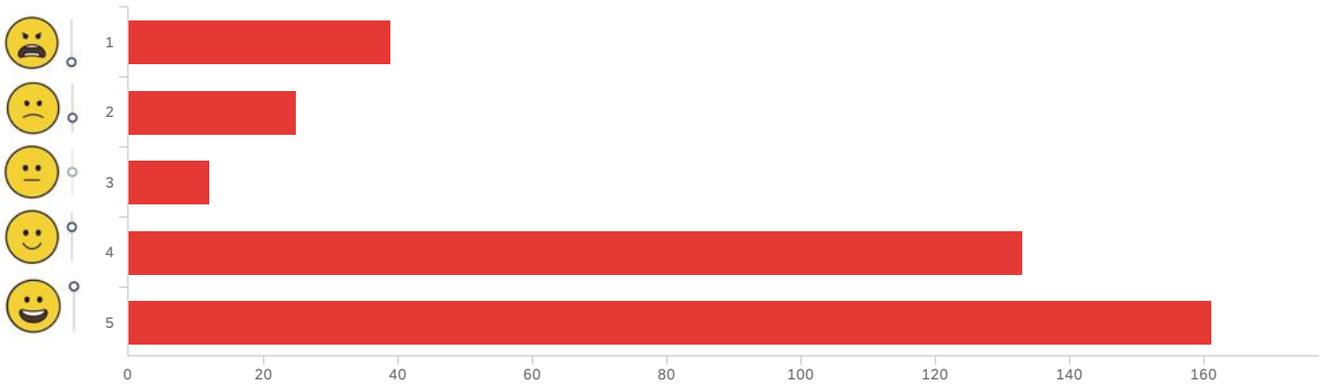
Mixed use neighbourhoods encourage walking to services and shops, leading to less traffic, and healthier citizens.

The focus needs to be on brownfield development, not cutting down trees, so this is good. But it should be backed up with property taxes and property maintenance bylaws that punish the owners of empty land in those primary centres who refuse to develop it.

Seniors (our largest demographic) won't climb stairs and don't want noisy family neighbours in multi-storey buildings when they retire . Seniors need more ground level multi-residential housing (patio homes and one storey row housing).

I agree with this 100%

3 - More Housing Choices Happy Face



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	More Housing Choices Happy Face	1.00	5.00	3.95	1.30	1.68	370

#	Field	Choice Count
1	1	10.54% 39
2	2	6.76% 25
3	3	3.24% 12
4	4	35.95% 133
5	5	43.51% 161
		370

Showing rows 1 - 6 of 6

3 - More Housing Choices Comments

More Housing Choices Comments

Yes, we need more affordable housing if we want to keep some of the older people around, as well as young families that want to stay close to their parents.

No point

I agree with a greater range of housing types to support the various wants and needs for housing.

Cut housing costs back to 33% of income... either increase income or decrease housing purchase and rental costs

I don't see "granny flats", secondary homes, alley homes or whatever you want to call them, anywhere in the mix. With a town the size of Courtenay, which has alleyways and large lots with smaller homes, it's worth considering.

None of the recent developments have made housing more affordable. It has added density to the city and increased living expenses on basic necessities.

There is a prime example of a developer trying to get a neighbourhood approved so they can provide patio/town home and smaller single family homes which are in high demand and they are being held to task over ridiculous concern for growth in that area even though it is already zoned. I sense politics involved in this as it seems to fit what the OCP wants.

Again, what market research has the city done to justify this action and at what cost to the taxpayer?

The new building are so very small to make them 'affordable' however they offer no quality of life.

As someone who lives in an older established area that is in one of the selected growth areas, I support townhouses, carriage houses, duplexes and fourplexes. I am concerned about four story apartments going up in a predominantly single or double story neighbourhood, and hope that there is thoughtful process on how these larger buildings will be incorporated. It would be great to see those larger units along busy corridors.

Affordable housing is critical. Shelter and safety are basic human needs.

There needs to be more visibility and transparency about the plan for affordable housing. Recent developments in Comox are NOT affordable to low income wage earners. Courtenay needs to take a lead on ending homelessness and addressing the causes e.g. invest in mental health, poverty reduction and addiction issues.

please keep the character of neighbourhoods. allow for secondary dwellings tiny homes carriage suites etc.

... my concern is that apartment buildings that were supposed to be rented out as low income housing... that were advertised two years ago... before being built... at around \$800 per month for a one bedroom... and now being rented for \$1500 per month for a one bedroom... from my perspective this is completely wrong... that an apartment building that was built with the intention to house low income people... now a single person on disability can not even afford to rent a one bedroom apartment... and i think that the mayor and council should be held accountable for this... rather than pointing fingers elsewhere... i also think there is a problem with how some of the new buildings are being advertised... it is false advertising to claim that an apartment building is "perfect for your family"... when that is absolutely not the case at all... no playground... no green space to play... or even sit down... as a [REDACTED] and previous childcare provider... and mother of three... i find this claim to be absolutely ridiculous... and i am concerned about the health and well being of children... the advertising does not make sense at all...

Crown Isle area could use some more diversity!

Consider the demographics of Courtenay's residents and how reality has already surpassed predicted population growth. How can we attract and keep young families with houses that they can 'grow' into while also providing older residents fewer stairs and greater accessibility?

The proposed plan doesn't go far enough, in order to achieve the stated objectives more must be done with regard to zoning and land use. Single detached (Residential One) zoning needs to be removed from the land use bylaw in its entirety and the minimum residential zoning needs to be Residential Two. All properties that are currently zone R-1 should be rezoned to R-2. Minimum lot sizes (including width, depth, and area), minimum parking requirements, lot coverage, and maximum density limits all need to be removed from all zones within the zoning bylaw. All zones should have a parking maximum based on their proximity to frequent transit (<15 min frequency). The set backs on all zones need to be reviewed with the objective of improving street interaction and eliminating the ability to build parking in front of buildings. New large scale retail surrounded by parking (e.g. driftwood mall, walmart, superstore, etc.) should not be allowed within the limits of Courtenay, additionally the city should engage with owners of those that exist in development of plans for mixed use walkable developments to eventually replace the car centric developments. Further the zoning bylaw should be significantly simplified from 70+ zones to less than 6 zones in total, as a starting point the following 4 should be considered Mixed Use - Residential Primary (includes all residential forms allows for small scale businesses (corner stores, small retail, etc.), Mixed Use - Commercial Primary (includes , Commercial, Industrial. The current bylaw creates significant issues when considering development within Courtenay by being far too specific, this increases barriers for new business as they have to obtain approvals to do something different in a property. The residential portion places unnecessary barriers on residents from being able to stay in their homes in times of hardship or as they age through the use mortgage helpers like secondary suites.

I do believe options are important for a thriving community.

According to your own data - demand is for 3+ bedroom homes. do not demand builders build 3+ bedroom condos - unless the City plans to buy them from the builders and then rents them. This then puts the City in the rental business and in conflict with condo owners. Stay out of the free market.

Many people in the Comox Valley are low-income, or close to this designation. Because many of the available rental properties are detached homes with multiple bedrooms, this creates significant financial and lifestyle barriers for low-income individuals. Many low-income individuals are forced to live in overcrowded homes to afford high rent in these homes. Pre-COVID, this situation was already problematic, but became even more problematic during COVID. Having access to affordable apartments and/or suites would likely have a positive impact on these people.

in fill should be limited to 2 stories

fine, as long as transportation options beyond private motor vehicles are prioritised

Some municipalities are eliminating single-family-only zoning altogether. That is a beginning. But ensuring there is affordable housing in the mix requires a different level of commitment from a municipality. Developers are not going to like having a larger requirement of building truly affordable housing, but it's a necessity. Having said that, much more housing is going to become affordable when the baby boomer generation die-off really picks up steam.

Makes sense

I support options for everyone as long as they don't encroach into riparian or environmentally sensitive areas.

this is a desperate need!

No specific comment.

Build condos and apartments people can purchase as well. There is nothing to buy for middle income. Old black mold condos as old as I am are NOT attractive to people.

Yes, a mix of various types of housing should be supported in ALL neighbourhoods in Courtenay but designed in a manner that does not crowd people, allows people privacy and the ability to enjoy their piece of land should that be what they desire. Again, access and infrastructure are key components necessary for sane living!

Limit the number of suites (as in keeping the number suites in single family dwellings) in neighborhoods

I do not think we should have wealthy enclaves like the current Crown Isle development. Affordable housing should be mixed with single detached homes in communities.

Variety in housing types means nothing if there isn't affordability. Suites are not decreasing rents because the cost of suites are going up in step with the price of a house. Doors need to be opened to more home ownership to level the playing field

More affordable housing and keeping a town feel needs to be a priority. Satellite neighbourhoods would be much preferred to turning the main corridors into dense city.

This should help to balance the needs ranging from young first home buyers to seniors

Yes for affordable housing -- for young people, people with families and older folks -- that does not take up more space than is necessary and is close enough to services to honour the goal of creating community and reducing our carbon footprint.

This statement is great for infill as long as vehicle parking is an integral part of the overall site plan including an adequate number of visitor parking spots where applicable (4 storey buildings).

I am excited about the many new rental complexes in my neighbourhood.

Again, feel pretty neutral. I think some planning for clusters of micro housing ie: 400 sq ft and under to simply house singles till they can move "up". Maybe some reasonably close poor-type ag or crown land could be freed up to make say, a 40 unit devel. with gardens for produce and sell to that kind of young person that wants self sufficiency but within cycling to jobs down towns.

Reasonable thought. However, the reality is that number of units doesn't increase affordability. It just means greater profits for developers. I saw this in the Lower Mainland where condos were being built at an almost frantic rate, but housing prices increased unrelentingly.

Depends on what the cities version is of affordable. 1100-1200 for 1room place is unaffordable for most single people, what about single parent families. Nothing is available that is affordable in the Valley right now

I am concerned about Density. Hopefully new developments will Not be over populated.

We need to focus more on green projects. Solar, high efficiencies in construction materials, less dependence on fossil fuels.

Again. Maps?

Ok in most areas highlighted for this, but see my concerns about HQ Road density development.

Bullshit!

Choices are good.

I think allowing all residential lots to be able to host a secondary rental unit would have a positive impact on the housing crisis we are currently in. I like the idea of mixed income neighbourhoods, I think it increases the overall safety and wellbeing of the community. We need social housing and affordable rentals that reflects the percentage of families living below the poverty line in our community.

There are very limited options for downsizing in the Courtenay. I am excited to hear that there will be a variety of new buildings on the horizon. Caution: in our excitement to diversify housing be sure to hold developers to account on creating quality homes with green spaces and contributions to community. NOT having them build for the sake of building, cashing in and leaving. Also ensure townhouse, apartments, condos have balconies and outdoor spaces.

Sounds good on paper. I would hope that when we talk about housing that we are also including and not excluding, the currently unhomed.

The state of the housing crisis is a daily and depressing topic for most of my friends and I. Please prioritize "affordable" housing, or even just reasonable housing! We don't need more Crown Isles!!

From what I've read, all units over 4 stories need solar panels. Why not look at the LEED system <https://www.usgbc.org/help/what-leed> that looks not only at energy use, but also "water use, indoor environmental quality, material selection and the building's effects on its site."

close to town on bus routes. walking distance.

We are in a residential area, with only the Junction being 4 stories. Many more such developments, while sorely needed, would create more noise, traffic and forever change a relatively quiet and peaceful neighborhood.

There is nothing in this ocp that will makes homes more affordable. I feel sorry for our young people who are destined to raise families in cramped apartments and never know the enjoyment of a house with a yard.

More affordable housing is needed especially for seniors and young families

Higher density mixed housing helps to centralize services without urban sprawl.

A variety of housing options supports the wide range of residents and their varied and shifting needs. Let's ensure that these options include a mix of low income housing throughout the community so that we can properly integrate as a community, without pockets of poverty and prejudice.

well, I really despise single detached home communities, which to me are the epitome of privilege. I like living in a community as diverse as possible, diversity in all its manifestations. Since moving to the Cliffe corridor a few years ago, I'm much happier about my ability to interact on a daily basis with a variety of people. So, yes, for me, mixed housing is a "no brainer".

Enough duplexes already, these areas eventually and ALWAYS turn into congested sloppy looking neighbourhoods.

This mixed plan will work as long as there are adequate parking/storage facilities. No one wants to live beside a house with 3 or 4 cars in the drive, & perhaps a camper or boat beside the house as well. If storage facilities are provided on site, the drives and roads will be less cluttered and more suitable for areas with children.

This is a great opportunity to accommodate extended family or anyone that cannot afford to enter the housing market and have more affordable opportunities to get established for the long term and become rooted generationally.

As previously stated, this model will be more conducive to a larger metropolitan region. The families moving to the valley are primarily retirees looking for a more laid back, less hectic life style. Single family homes and patio homes are what they would be looking for. Has the city consulted with the local construction/development community for their input?

You have expanded on my housing dream. I approve!

I think it is a great idea to offer a range of housing options for those residing in our community. Obviously everyone's needs change from person to person or family to family so having options is important. Again, housing is difficult for most people to afford right now, so constructing many additional units is overdue and required to maintain a healthy community. I would like to see variety in some of these residential units, such as ways to decrease the cost, instead of just building brand new ultra expensive units that the median population cannot afford without additional roommates. Just an idea.

Cool. But I fail to understand how a greater range of housing type will make living here more affordable?!?!

Who pays for affordable or social housing? Taxpayers? Why are you spending tax dollars on bike lanes if social housing is urgently required.

Only way to make neighbourhoods more affordable is to cut the red tape and uncertainty in the Step Code

look forward to seeing more laneways and urban-style development.

More types of housing are needed including supportive housing but what can be done about the drug addiction crisis and everything that ensues?

Yes of course the City needs housing options , however again we find them relegated to the fuzzy infill areas on the maps. Show the plan for these areas if we want a proper OCP.

Looks as if this is already happening

I truly hope that not all of the new homes will be large apartments/townhouse developments. This will take away from the character of our city and will start to turn it into a metropolis like Nanaimo. If we wanted that...we would live in Nanaimo.

A variety make the area more interesting and not like Crown Isle where everything is the same

You expect the developers to pay for affordable housing - have they agreed to this?

In the hopes that this will indeed be affordable housing.

I think a deterrent to anyone moving here for work is housing so more single person spaces. What about a cap on rent?

This needs to be planned very well in order to not be junky neighbourhoods. There needs to be cohesive planning. If you fill these areas with housing, where will businesses go? Mixed use? Lower level for offices and 3 upper levels for housing? Yes that works, but you can't just throw that up in the middle of single family homes. It's about sight lines, sun, traffic on small roads, etc. And you can't have restos in that structure... smells and fire hazards increase for the whole building..

Hopefully East Courtenay, Crowne Isle and Costco areas will be fully included in the affordable housing and multi building choices (apartments, townhomes) that are being proposed for the rest of Courtenay.

Very much in need of more and affordable housing.

Ask anyone - if they can afford it they would rather live in a single family home.

We need more options in housing, especially WELL MADE and well designed homes. Making the areas higher density means less need for travel, and makes it easier for young and old to find housing. Higher density also means less need for personal cars

Lets try not to make a ghetto like environment.

Critical to build in walking and biking paths with all new developments and keep trees as much as possible - preferably in a wildlife corridor rather than spindly bits here and there.

Sounds good in theory. We will see how well the city follows through on this. The first thing is to define "affordable", and to consider the lower echelons of income. The second consideration is housing for families and seniors.

Building more houses/building is not the solution. What would really help people is to be able to rent at affordable prices. Not the "affordable prices" you see right now, but decent prices. 1b \$500-\$700; 2b \$600-\$800; 3b \$800-1200. With these kind of prices people will be able to live with dignity.

See my answer to question #1

The City needs to ensure that it is accessing every single dollar available from other levels of government for supportive and subsidized housing options. In addition, the City should consider implementing a requirement for developments over a certain unit size, i.e., 30 units, to provide a percentage of affordable units (30% of gross income). Consider the needs of an ageing population and the housing that they will require to age at home. I support carriage homes and secondary suites as way to increase housing for different needs.

Affordable housing I a priority for attracting and maintaining a strong and stable work force!

Statistically, with rentals comes crime. I love the idea of making the ability to make more people home owners, even if it is an apartment allows them to have pride in their residence, resulting in less crime.

Too many apartments and condo developments already. How are we going to process sewage and provide water for this increased development.

In regards to more housing choices, we do not have anyplace other than L'Arche for people with disabilities to live. This is very maddening as the wait list is long and the time frame of being able to access this type of housing could take years. We need a complex for all of these people. They have built a conglomerate for seniors on Cliffe, now what about people with disabilities?

It's an okay proposition, but doesn't do enough to make housing more affordable.

I am all for areas that have a mix of housing types. I don't like any of the types - apartments, town houses duplexes, single family homes etc dominating in an area

I am a senior and i need a yard, nature and green space to breathe and feel healthy. I would never live in a condo. When building affordable housing there should be the opportunity to rent to own. Home ownership should be available to all Canadians. Small houses with suites would make ownership more affordable. Every year there is a water shortage. Why not build homes with cisterns that capture rainwater?

Density important as well as making developers pay for actually affordable (subsidized) rentals and purchases in order for privilege to develop everywhere in Courtenay

The previous city I lived in Ontario even had a grant program in place for secondary suites. Once approved by the city one was eligible one was eligible for a certain amount back from the city to help cover costs of the secondary suites. This encouraged people to add them and added more living spaces to the city. *barrie, Ontario

This provides more flexibility for housing, which we desperately need in order to reduce the severity of the housing crisis.

Single detached homes should be discouraged. Apartments and townhomes have a far smaller environmental footprint.

Definitely need more affordable housing

I like this. We need more housing AND people don't all need to live in big houses or take up so much land.

Make the apartments available for sale, not rent. Low income housing and lowering homelessness should be priority, not one company renting to make money.

This sounds like social engineering. You are telling us your vision and not listening to us. According to stats can 60% of the houses in Courtenay are single family homes. We want more of this and people moving here do not want to live in small condo's with no green space.

Let the market dictate.

Walkable neighbourhoods sound good.

We have many friends currently looking for homes. We need more options and more price variability for people to find a suitable spot to be their home.

We have a lot of seniors that who be happy to rent or own their own centrally located home. Could be at least one higher, affordable apartment building right downtown. Win, win

I personally think 8 stories should be the limit. 4 stories should have been done years ago, to prevent sprawl. We are planning for the future, not the past. UP, NOT OUT !

Having a strong mix of housing options is important, however, I did not notice any dialog around allowing for smaller build units. There continues to be trends towards minimalism and pursuit of "Tiny" homes which does not seem to be reflected in this discussion. While the traditional Tiny Home is not suitable for an Urban setting the concept of "Micro" homes should be considered. Also, when considering the matter of no "net Loss of Rental units" I think clarification is needed as to whether this means as a percentage of overall properties (i.e. 20% of housing) or as a whole number (i.e. 1500 rental units).

make neighbourhoods more affordable, and will create more choices for people to stay in their community throughout their lives.

That depends what you call affordable! What I have seen so far is not what I would like to see. Either cheaper single room apartments, or multiple rooms with central kitchen and living space reserved for low income. Built for the people not the developer.

While it's hard to project the population growth- does this account for enough single family home land availability. Not everyone wants to live in apartments/townhomes or on tiny lots.

I want housing choices to include a push for more laneway houses and opportunities for tiny houses, especially tiny house communities.

I also want to see more options for Tiny Homes on existing residential lots as secondary dwellings.

Agree with choices and density and would like green spaces and environmental design incorporated - permeable surfaces, less concrete.

Hopefully single detached homes will be on more than .15 of an acre ...

Per above - growth rates are materially in excess of OCP projections, and the OCP advocates a "no expansion" scenario. This policy is well intended, but likely unable to meet the stated affordability targets. Worth pointing out that, while objectives and policies are often contradictory, the OCP clearly prioritizes emissions reduction. The emphasis on density housing is in response to this priority. Quality of life might increase, but could decrease - does not appear of material concern to OCP authors and consultants.

Please do not compromise the Courtenay Airpark

I agree with the secondary strategy

More affordable and more condensed housing options are important. Especially as single family homes are becoming unaffordable for many.

Good

I would especially like to see a diversity of co-op model housing projects in Courtenay. Affordable housing should be the absolute top priority for the city as it underlines every person's ability to live.

Densification can hopefully translate into more affordable housing but I would hope that other steps are taken to ensure that goal, eg. avoid gentrification of high value real-estate.

I doubt if You can ever achieve this

There needs to be greater density in development to ensure that housing can be more affordable and that we use the land efficiently. I don't want to see more urban sprawl into green spaces.

Please consider densification carefully, we need more affordable housing. We need to encourage builders to build them - rental housing which is affordable and only this. We have a negative amount available, it greatly impacts every of life here. Other cities do it, look to them for creative ideas and make it happen otherwise there goes your support workforce.

More Housing Choices Comments

I believe mixed housing neighbourhoods promote understanding and prevent ghettoizing people. We need affordable housing in Courtenay and there are huge inequities right now related to available housing that can create fear and stigmatizing the "other" - none of which promote a healthy community or social inclusion. We need to create housing that promote neighbourhood inclusion.

There is no option; we must change the way we provide housing.

As long as growth is managed appropriately. My concern is the growth can get out of hand and there's too much population density.

Yes, this is important.

Affordable housing for all is very important. Everyone should be able to have access to a place to live where they don't have to choose which bill to pay or go hungry.

I like this because although I don't think homes should be replaced with apartments etc I do think less single dwelling homes and more variety in available space is great. It would nice to stay in an area but have options for downsizing or our kids living nearby in an apartment

Again, great policy, but with increasing development pressure, ESAs will require much stronger protection than we have seen in the past. In such cases, no secondary dwelling, but perhaps a suite in an additional storey.

Yes! Affordable is the bottom line. Young people who grew up here need to be able to afford to live here when they are adults. (after they move from their parents' homes)

Bang on . Build apartments / Condos / town houses / duplexes on the streets around downtown like 10th , 11th ,

Please encourage/require good design of the dwellings and living spaces proposed: privacy, pleasure of the home, and community are equally important. (Many of Courtenay's existing rental accommodations are built with little thought for those who will live there: lack of natural light, soundproofing, logical planning, or care in construction.)

With a large retired population we need options to move to when single family dwellings become too much. Need townhouse, apartments condos, etc

A decent mix of housing types. Is this a suitable spot to express strong support for public housing, co-housing, and co-ops?

We need safe affordable housing for everyone, including those on disability.

This would help with affordability

affordable housing is only available if the supply is greater than the demand,

Not a big fan of the dormitory style housing that is going up around town. I feel these will be the new slums in 15-20 years. But maybe its whats needed to fill the gap in housing.

Resident for 50 yrs, [REDACTED] for 35 yrs; would caution you to selection of infill development that in turn could negatively influence the property values of the existing Tax Payer/Residents in event of major change.

I am not sure if this plan will provide "affordable" housing, as there are a variety of factors that determine housing costs.

Very happy to see that secondary suites will be allowed in all residential areas. Some further explicit support of co-op housing could be considered?

Single family suites and townhomes up to 4 stories is too tall!!!! Currently these areas are mostly 2 stories. Single family 4 story home is massive!!! how does this help affordability? It will tower over whole neighbourhood. Even 4 story duplex or townhouse is massive!! Demand appears to be with 2 story townhouse developments versus 3 or 4 story - look at the development next to Costco... the 2 story smaller townhomes have all been sold months ago. 3 story townhomes still for sale at higher price (not affordable and not in demand). 3 story already towers over the neighbourhood... hate to see what 4 story looks like!! This just pushes up land prices to make homes LESS affordable!!!!

Affordable, quality housing is key to keeping this community attractive and vibrant and diverse. The cost of rental housing is now "over-the-top". I own my home but I have great concern for those who struggle to find affordable housing.

Affordable for who? Buyers? Landlords? Tenants? I do not see this making things more affordable

Density is key to meeting our emissions goals and to being more efficient with service delivery. What concerns me is our current weaknesses in having people honour speed limits on corridor streets, actually stop at stop signs and honour yellow lights. I am concerned that the increased density will make for the possibility of more accidents - but also appreciate it creates an opportunity for more civic engagement and learning about how to live WITH our neighbours

Definitely required! Our neighborhood is building multi residential housing but most of the new houses are single family which I understand is not the optimum.

Ok

How will the existing roads handle all the additional traffic? How will the sewer and water supplies hold up? And recreation centres and schools for all these new residents? There isn't enough room at the rec centres or schools as it is. There has to be more emphasis on infrastructure before you just start adding all these extra homes

People moving here or living here want single detached homes. By building more of them, it will create more affordability as there won't be a penury of inventory on the market

Infill projects should be limited to areas where infrastructure allows it. If the city isn't willing to spend money on developing and expanding roads and sidewalks, then where is all the \$ from new development and new home taxes going. Support development, but don't tax the developers out of work. Our taxes keep going up.

Secondary and in fill of small house developments is a great idea also how about some land that unlike a modular home park would accommodate small homes on wheels. Check out " living big in a tiny home" on youtube. You can build amazing home in the \$100,000-200,000 range This land could be rented plots city could develop or a private developer

Do not have the infrastructure

We definitely need more affordable housing!! And more options for all types of families and individuals - from single level accessible homes to 3 or 4 bedroom homes.

For new accommodation development, I'm in favour of higher density living, thus decreasing our land consumption.

Helps to create community for all and a vision for growth using an 'asset based community development model'

Densification - yes Varied housing options - yes!

Well that answered my last question! I support more mixed housing in neighbourhoods. But what about parking concerns as people add suites to their houses?

4 story max.

Build up rather than out!

Would like to see conspdersion for safe senior housing.

My only concern here is ensuring affordability.

Population density is not a good thing.

Taller buildings must meet stringent earthquake regulations. They must also not block light or views.

Indeed, different spaces are need at different times of our lives. There's a big difference in what you need as a single twenty yr old and then when you have children and, as they leave, and as you become older and don't want so much to clean & look after.

affordable housing is a top priority for a liveable city

So needed!

There definitely needs to be more housing at affordable prices in all areas of the city.

We have the right to an OCP that does not change once you buy.

Tiny Homes on Wheels should be approved immediately fir year round occupancy with DIY builds requiring Red seal inspections of electrical, plumbing and gas fitting systems for approval. They have a minimal footprint, are off-grid capable, using solar power, water catchment systems and many do not produce black water (composting toilets are environmentally superior to water wasting flush toilets) and so make no demands on existing neighbourhood services.

Absolutely positive, the more housing options the better particularly where density is concerned. Courtenay has the opportunity to become a uniquely urbanized space on Vancouver Island, and provided housing that works for everybody will be vital to ensure the cities success.

I've seen the result of gentrification and I don't like it. The diversity of people of all incomes and housing choices is what makes a city beautiful.

With rules relating to coach houses and suites as they are presently , it seriously negatively affects availability of more affordable housing in the current city area and it also prevents people (current home/landowners, especially pensioners) from supplementing their income by way of rent received .To allow second dwellings on land that is big enough to accommodate them would be a very good way of increasing available accommodation ,it would also result in increased taxes to the city if these could be built easily, legally and with as little red tape as possible.

Better housing options are needed.

There is going to have to be a lot of education and discussion about this because while it is needed issues like property values and privacy will rear their ugly heads in the form of NIMBYism.

I would also like to see other housing alternatives such as tiny houses, cohousing etc.

Mixed housing options in all neighbourhoods is vital for the community's health and greater density and higher buildings are vital to achieve this and maintain green space.

Higher apartment buildings (near transit) spread throughout all areas would be better. This was done in Ottawa years ago. They are surrounded by a larger green space so neighbours are not as affected.

Diversity of housing is necessary, renting option as well. Townhouses are a good option as well as condos, especially for those who can't afford a house. Keeping in mind the families and multi families housing is also important.

More Housing Choices Comments

Slow down. Don't need more ppl. moving here. Build & they will come... Dr. & Child care shortage. Hosp. often over capacity. Maybe priority for housing should be for those who have been here for yrs or grew up here. Not all the outsiders flocking here from the big cities!

Wonderful but new townhomes are still not affordable. We need more affordable housing options and a faster process for the city to approve affordable housing - can there be priority for building development permits for affordable housing?

One thing you seem to be forgetting about is our water supply: the more people here, the more water is used: we do have a limited supply, and it totally depends on the weather. More growth of any kind, and especially denser growth, is actually not desirable in terms of climate change (let alone quality of life). Your plans for water-saving technologies will not be adequate.

More townhomes and apartments are definitely needed

Very important for all people to have access to housing that they can afford.

Great idea for affordability in theory but keep in mind a lot of people move to the valley to have more space than other big cities and to be able to have a yard etc. something to keep in mind with variety - maybe better to be more townhomes and multi-unit rather than apartments/four story.

need to encourage larger housing options for families - 3-4 bedroom options in rental capacity

Any ability to increase supply is needed.

...

I know affordable housing is in short supply and high demand but multiplex housing in my opinion reduces the small town vibe.

Every apartment or condo you infill in the areas with will bring more traffic. The number of low rent apartments in proportion to number of units is poorly developed. The money developers pay in lieu of lower rental is a farce. The wages the service industry people earn in Courtenay isn't enough to afford decent housing.

More housing is good. Variety of housing is also good. A plan needs to be with the town of Comox.

neutral, i would prefer more emphasis on secondary suites and reducing costs for homeowners who have secondary suites such a reducing their utility portion

This is great. Hopefully parking and upgrading travel corridors are included in the process. I believe many if not most households have at least two cars per household.

The more apartments the better. With housing costs going crazy lately, entry for fthb is so important.

As someone who often fears they will have to leave due to housing, I love this idea! I want to stay in the community I love where I was born and raised! So more creative housing solutions sounds wonderful. I'd love to live in a duplex or townhouse here!

affordability is driven by other factors as well such as cost of construction. The City has to invest into attracting more residential contractors to create more competition. The current cost of \$450/sqft and higher for single family detached homes (almost double of what the construction in Vancouver costs) is a major factor in why rents are so high.

The entire city should be zoned R2. Make the process for creating suites and carriage houses legal way less onerous. At present the Planning Dept acts like their job is to prevent all construction. Way too much paperwork and fees and lazy dependence on the homeowner to get engineered drawings for things that really don't require them. Way too quick to give fines and stop construction.

More Housing Choices Comments

Encouraging live/work zoning contributes to the actualization of a 10 minute neighborhood. Not every building should be a 5 over 1 but they sure help to encourage people to stay in their neighborhood. Some acknowledgement that increased supply does not in and of itself lower housing prices without strong regulation would be helpful.

Affordable housing is important, but this must include a quality of life measure such as access to grass/parks for pet owners and gardeners.

Yes, we need this

Concerned with high density areas but affordable housing is important

why is there no mention of air B&B/vs local housing available for people in Courtenay, Is this not identified as one of the reasons there are no rentals available? why is there very little mention specifically of making it easier for young people and their families to find affordable housing here?

There's already a rental crisis in town, illegal 2br suites for \$2000, we don't have affordable housing and we haven't for a long time. This has been growing for years. Now we have less than 500sqf apartments for 1500, that's not affordable.

Important that all rental and affordable housing properties are attractive, modern, landscaped and well built. With the average lifespan of a modern building expected to be 60 years, we will be looking at and living with them for a long time to come. Should be built in a style that fits with the overall community development plan.

Not only have we accepted 'housing' as a right - but it is a particular type of housing - single family homes with yards (largely unproductive) - but out demographics are changing dramatically with smaller families and an aging populations. We are seriously over-housed - even with our current misplaced expectations.

This is CRITICAL!! Please though, timeliness is key! When I hear of developments being stalled again for another 18 months because there aren't enough subsidies for 2 units in an 80+ unit development it makes my blood boil. We need more housing yesterday! I hope this includes purpose built rental housing, co-op and BC Housing projects.

more density and housing choice will be essential if growth is limited to existing boundaries. still concerned that not enough density will be allowed to reduce rental crisis and make homes affordable

More areas need to be allocated to single family detached dwellings and less to apartments. Taller buildings (+2 stories) block the view of our wonderful valley landscape.

Would like to see more patio homes for over 55 built.

Adequate consultation with those already living in a particular sub-community in Courtenay is absolutely necessary. And, consultation must include some changes to the plan when warranted. Having seen how the Federal and Provincial governments say the word "consultation" but don't consult because their minds are already made up makes me leery of the process.

Dislike the four story townhouses.

yes, lots of variety.

Happy that efforts will be made to increase housing choices - young and/or low income people are struggling to afford housing in our community.

Densification is important. However support to live with fewer motor vehicles per capita is also important. Otherwise these denser residential areas will car traffic congested.

I would be much more impressed if you proposed to [within clear design limits] allow owners of single family dwellings to add suites and secondary dwellings on their property. This is a great way to add rental capacity for low income families.

Comox Valley is in desperate need of affordable housing. For housing cost to be kept at a manageable budget for those work it should not exceed 35% of income. With minimum wage and the average income in Courtenay what it is- this is no longer the case. If this is not addressed immediately we will be creating a housing/homeless crisis.

The emphasis is skewed towards compact housing too much. There is unlikely to be enough provision for the development of a substantial amount of detached housing. If people want compact housing so much (not due to financial constraints), why is the demand and price for detached homes so high? Pushing people to follow an agenda rather than give them choices.

Again, it's unhealthy to squish people into high density housing, and I bet Courtenay plans to create a 'smart' city. No, thanks.

The problem with the new complexes is parking and road widths. They're cramping the roads with all the townhomes residents because adequate parking is not added into the designs, the city should be regulating each three bedroom home has a minimum of 3 parking spaces that are not on the street. Whether that be underground parking or double garages + driveway space...but the 20th townhomes are a great example of poor parking planning.

Great but more needed.. I want to see tiny homes/ trailers on that list!

I see increased density near core areas as a plus. Less travel needed and hopefully an increased sense of community

I hope that affordable housing occurs all over the city so that it is not a divide between rich and poor neighborhoods.

I'd like more affordable housing options so hopefully my kids will be able to afford to stay in the area

The only thing that will reduce housing/rental prices in Courtenay is legislation that prevents landlords/sellers from jacking up prices beyond understandable means. As visible in the new apartment complexes being constructed by Veyron, which are by no means affordable (1650 a month for a two bedroom). Our housing situation exceeds the complexity of a simple "supply and demand" issue as this zoning/building strategy would suggest it be. We need bylaws that target foreign ownership, vacation properties, and AirBNBs. Until the real issues are addressed, this bandaid proposal will fix nothing, rather just increase the amount of ludicrously priced rentals. None of the property investors around here are looking to build affordable housing, it's like shooting themselves in the foot. Why charge 1000 a month when the running average is 1800? - there is no benefit to establishing affordable housing on the end of the builders.

I think we should focus on growing out, not up. Three stories maximum in most areas would help keep the atmosphere of the Valley.

Will there be a master plan to dictate the overall look of the developments. It's fine to say you want to increase density, but at what cost. Many higher density home plans are beyond ugly - will there be a comprehensive plan to keep the look of Courtenay consistent.

Agree

YES to affordable housing. I was very surprised to see only a few apartment complexes during my search for housing, one of which provided no storage (?? in a city where many people have hobbies that require equipment such as camping, watersports etc. ?!). I wish you could also work with the BC gov't on tenancy protections. Although I dream of buying a home the reality is that my family will be renting for many more years and in the █ years we've lived in Courtenay, we've been evicted █ due to the absurd "landlord use" loophole. Which has resulted in us being unhoused temporarily and two rentals being removed from the market. It's unacceptable.

I heard from a builder that the hoops they have to jump through to get anything built is detrimental to building. He said it can take 2 years to get approval. And what is affordable about \$1200 - \$1800 a month rent? Maybe the town should be looking at giving small businesses a leg up so they can pay their employees more. Or a make work program to get more folks employed.

Non-market housing is absolutely necessary. We've seen how relying on the market is a non-starter for so many people. I have no hope of ever affording to buy a home in the area with things as they are. Aside from raising wages to meet the new level of living, detaching housing from the market is the best we can do.

Families need homes! Kids need back yards to play in. Parents need affordable housing without being shoved into tiny boxes. Young families should not have to spend more than 30% of their income on housing costs - NOT apartment costs, NOT duplex or shared living costs. BUT HOUSE... HOME... GARDENS... LIVING SPACE... FOR GENERATIONS!

Same as last page, adding the fact housing pricing is on the rise what does the city plan to do to reduce that. Making more apartments/condos doesn't solve the issue of people who want a family that has a yard to play in and not costing us an arm and a leg to afford to live.

Basement suites are a must. Don't use permits as a money grab.

As mentioned above, I don't want to live in a high density urban environment. The City of Courtenay has many unique and beautiful areas and I have not bought in to the whole idea of packing everyone into a high density urban downtown core.

This is a much needed solution to out of control property and rental prices. We are fortunate enough to own our house and can not stand to think that other people may not get the same opportunity.

Noting how many single and single person-led families there are in the community, additionally how many seniors are within our area, affordable housing- where it is affordable to a single income household is important to understand.

Agree! We need more housing options - things aren't sustainable as they are.

All housing types should be allowed throughout Courtenay

Mixed housing - rental and condo - is a good thing and much needed. Increasing the walkability factor from residence to commercial areas and green spaces is good.

Nobody wants to own a four story townhouse, there are just too many stairs to deal with for both young families and seniors.

Affordable housing is key. Unfortunately "affordable" housing is not very affordable for most families. I would like to see our local families have a home here rather than having to move around due to the cost of living.

need more density

No. ! They are " new" now but will become like Ottawa, Toronto, project housing. Drug dealing, infestation of lower class and problems galore.

I'd love to see buildings taller than 4 storeys, and I would love to see creative zoning amendments that really aim to address the absolute housing crisis that we are in. This matter is urgent, and our council should be treating it as such! (I know they've done good work on this file, but many of the projects approved add "upper-echelon" housing, which only helps the overall situation minimally.

Way to much wording. Make this section more readable.

In order to build these various types of homes you will be removing existing homes to build new ones ...how is that cost effective and who is buying these houses to knock them down and build more?

This is encouraging. Revisit my last statement regarding a rapidly aging population of retired people. 20% year over year house price increases and skyrocketing living costs don't mix with a younger workforce that is more mobile than in any previous generation. If it becomes untenable there will be no service economy to service an aged and entrenched populous. I'm [REDACTED], I can move to Nova Scotia next month and not think twice about it. If I was 88 it would be extremely unlikely that I could be mobile all while burdening a community that is unable to offer basic healthcare, effective transit, city services, etc.

Need more affordable housing

The Valley needs more multi-family dwellings. And make them tall. There is no view in most locations to hinder, and affordable housing for people who live and work in the Valley is needed. No one should have a full-time job and still be unable to afford to love and eat. It's monstrous to continue to allow it.

I support compact growth. The move to "soft densification" by allowing suites, two units and carriage homes in all residential zones is the way of the future. Need to provide more housing options and investment options in existing areas or they will decline in population and capability to support existing infrastructure, institutions and commercial services. Many American cities (Portland), which are often more progressive than Canadian cities are already moving this way. Exclusionary zoning (R1) has become a real problem for long term growth in communities. The impact of this change will provide fairly modest and only occur where opportunities present themselves.

This is moving in the right direction. More housing choices mean better communities. Even bolder would be no single family zoning in certain areas of the City and we can get there.

This is great. The solution to the housing crisis is ultimately more housing, and the more and varied market rate housing there is the better.

You must ease the way for small lane-way housing, in-law suites and tiny homes in backyards. There are already enough single-detached homes contributing to sprawl and the requirement for even more vehicles as bus routes are limited. What a colossal waste of space when we need to build up, not out

Housing options have to reflect to area and enhance and not devalue

i feel like there needs to be housing options for single middle-aged people. i would like to see apartment buildings to purchase. the ones i currently see being built appear to be for seniors or for rentals.

We have seen alot of developments be called "affordable" but the project owners and the cities that house them. The problem with that is they get sold to individuals and businesses who aren't even from the valley and they raise the rent to 2000 a month not including all the extras plus 20\$ for parking like the ones by Walmart and that is just not affordable with people only making \$15-20 an hour I'm sorry.

More homes are great, however this absolutely will not lead to neighborhoods being more affordable. More home is not the problem when it comes to affordability. More homes that can accommodate families with more than 2 children would also be nice to see.

Pricing for these new developments don't seem to be reducing housing prices in the valley and don't seem to be more affordable (I guess in relation to the existing stock). Encouraging more people to move to the valley seems to conflict with the environmental goals of the OCP.

Agreed - again, there are a lot of infill opportunities to be realized across the city before expansion should even be considered.

Homes should be within walking distance to amenities,so I'd like to see more living spaces close to grocery stores and shopping centres. Our valley is so spread out makes it so you need a car around here.

As in question 1, truly affordable housing.

the only way to improve the affordable house issue is allowing more house to be built. the setback of the properties are extremely and unnecessary large. the zoning is not clear, which allows the city employee to manipulate their power. It created unnecessary work, corruption. We proposed affordable house on the primary developing area, however, the city planning department rejected the proposal.

We have a huge affordable housing crisis in the valley.

Simple inventory isn't the problem with housing affordability. Real estate being a primary investment and provincial / federal economic policy is. Our people / household average is steadily decreasing. The local housing boom is local government trying to solve an economic policy problem in futility, while increasing its CAC's (which contribute to cost of housing btw) and tax base. The resulting stratas lack green space, amenities, and are miserable to live in. Some don't function well because board positions are difficult to fill when many of the units are bought as investment properties only.

Again, terrible planning. We need all forms of new housing, not just infill

More Housing Choices Comments

There should be some co-housing areas included in this plan as well. Also more sun-dividable smaller acreages that allow 2 to 5 small homes

I have yet to read the OCP draft plan yet, so I can't totally form an opinion for density. I do believe though, that there should be some more progressive thinking, and the idea of a tiny home village or carriage houses allowed on large city lots would also provide more affordable housing.

Since I live at [REDACTED] and currently have R-1S land use, I'm expecting to continue to be able to build a secondary suite. The revised land use map seems to show that only a multi-residential building is allowed.

More housing variety will allow the city to accommodate a positive mix of people of all incomes.

I am happy that maximum density apartment buildings will be kept out of existing residential neighbourhoods as i feel this level of mixed use in a quiet residential neighbourhood can have negative impacts and create conflicts with traffic, parking, backyard privacy, etc.

we need more housing choices for our community

Again - this just makes good sense, i.e. trying to provide a variety of options for a variety of socio-economic residents.

We need more BC housing to help families to find affordable housing.

Diversity of housing choices required especially with housing costs increasing and limited options available.

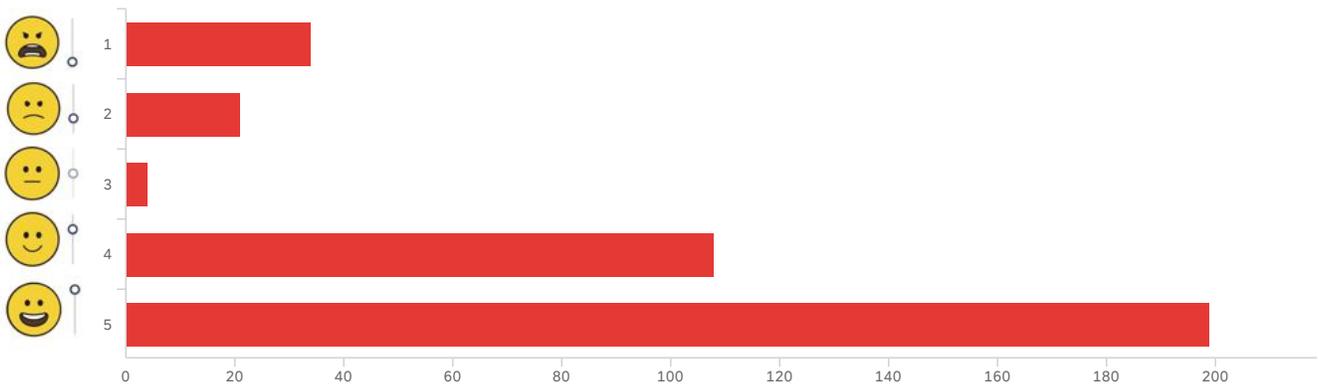
Finding affordable housing is a huge problem currently. I applaud the flexible approach.

We need co-ops and a federal housing strategy. Encouraging basement suites will leave the door open to future owners/corporations creating slums

Multiple housing choices throughout the city will create vibrant, diverse neighbourhoods!!

Your plan doesn't include housing that works for seniors. Seniors (our largest demographic) won't climb stairs and don't want noisy family neighbours in multi-storey buildings when they retire . Seniors need more ground level multi-residential housing (patio homes and one storey row housing). Does your plan address the cost of housing for another large sector of our demographic - people who live alone and don't want to live in a noisy family apartment building. Patio homes and one story row housing are needed.

4 - Greener Buildings Happy Face



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Greener Buildings Happy Face	1.00	5.00	4.14	1.27	1.60	366

#	Field	Choice Count
1	1	9.29% 34
2	2	5.74% 21
3	3	1.09% 4
4	4	29.51% 108
5	5	54.37% 199
		366

Showing rows 1 - 6 of 6

4 - Greener Buildings Comments

Greener Buildings Comments

This is a lovely idea and definitely something to strive towards.

Why

I agree with going green as long as it remains affordable for the average citizen.

I am hoping "living landscaping" will incorporate gardens on buildings in various forms. Implementing greenscapes like that, helps cool buildings and replaces carbon capture we have occurring now with parking lots and other huge paved spaces.

Greener and cleaner homes are optimal for sustainability

This makes things extremely unaffordable for most to obtain!! Also "net zero emission standard" seems to be all about electricity.... seriously how are we going to maintain the levels of electricity required? Have we not paid attention to California and all their brown outs in the summer because the grids can't keep up. At the same time we are promoting electricity the green movement is fighting every project going to produce hydro power.... seems like just the latest and greatest fad until we find the next one.... didn't we just get finished convincing everyone LNG was the way to go and putting in the infrastructure for that??

Great aspiration.

An admirable step in tackling climate change.

a great priority

I'm concerned we will lose the ability to use our exciting wood stove. I think educating people on how to burn clean dry wood to reduce smoke is important and you could even limit the times of year that these could be used. But I really hope we do not lose all ability to use them. Perhaps burning permits are given out to those who complete education courses on cleaner wood stove use. There are many options that do not include an outright ban. It was a huge help having our wood stove this winter when the temperatures were very cold and our power went out and it could keep our home warm and heat our water and food.

I am eager to retrofit my own duplex with solar and more efficient heating although most subsidies keep the conversion beyond a normal household budget. I am also a strong proponent for woodburning education and conversion. The air quality in the winter makes evening walks a danger to most people's health.

I feel this should go further, while 2025 is an good goal, a few improvements could be made here. First the goal should be immediate, there is no reason that all buildings approved after the approval of the OCP can not be net-zero. While the green roof objectives are good, there needs to be a further effort to reduce the amount of pavement and impenetrable surfaces. This is directly linked to the transportation system within Courtenay.

A net zero emission standard is ridiculous and impossible. You could compare it to trying to wipe out all bacteria from the face of the planet. Not only would it be possible but even if it were, all life form would die. A net zero emission standard would leave us without any life form. You should be more concerned about pollution, waste and the footprint left from producing hydroelectricity.

Green technologies are large unproven and are evolving. Change is occurring rapidly so why try to mandate this or that. Green roofs are \$20-\$25 more expensive per sq ft to install - and must be maintained by whom? Who provided this services today? I could not find any suppliers in the North Island. My insurance company was also concerned about leakage and weight. what data do you have to support this radical proposition. Vancouver and Kelowna have OCP's that do not mandate any of the retrofits you are planning. More cost to home owners and less affordable housing.

I cannot begin to explain how important, and exciting this is!

I am pleased to see that objective measures, like the BC Energy Step Code, are being incorporated into the policies to regulate green building design and retrofit.

no brainer

Great for new construction, but it is going to be a massive retrofit effort in order to deal with emissions from existing buildings

2025 is too late, in my estimation. I realize developers need to be given time but I would guess that most developers will wait until 2024 to begin the shift to net zero emission standards. So why not just give them one year? Also there need to be much higher requirements for electric vehicle charging stations in developments. As for retrofits of existing buildings, these programs need to be made much more attractive than they currently are. Retrofits need to be affordable for homeowners, which they currently are not.

As long as the cost does not outweigh the benefits.

We need to do everything we can to help limit climate change. I would like to see the City provide some incentives for residents to do more. Add an item to 'Establish and promote incentive programs to support creation of permeable surfaces to support meeting Integrated Rainwater Management Objectives', or it might go with item 26 "Explore expanding user fees and charges approach to rain and storm water infrastructure." Add 'Investigate rainwater infrastructure systems (retention systems) and technologies to improve the efficiency in consideration of climate change effects.'

The Coastal Douglas-fir Conservation Partnership (CDFCP) supports the inclusions of policy that places a requirement on multi residential, industrial, and large commercial buildings (Part 3 Buildings) to include a partial green roof on new structures. As indicated in the OCP these can decrease the urban heat island effect, manage stormwater, and promote biodiversity, if installed appropriately. The OCP indicates that on municipal buildings that 'opportunities' to include green roofs, renewable energy generation, low-impact rainwater management and biodiverse landscaping will be prioritized in design options. It is recommended that the wording is strengthened to make this a requirement, as stated for Part 3 Buildings. If there is an expectation that large private structures must install these measures, then all municipal buildings should have them included.

What took so long? Sadly, most builders appear to be making little to no effort to make homes more energy efficient or to make finishing (kitchen cupboards, counters, etc) sustainable.

Bring back wood stoves. Electricity is not reliable here. My power has gone out more in my 6 months in Courtenay than the 15 years at my old place in Comox.

Great plan provided the city stands behind it and enforces it for ALL builders and developers!

Good to see a strong approach to attempting to limit greenhouse gas emissions. I expect this will create new business opportunities as well in the development and installation of greener technology.

I'm glad to see there is attention to retrofitting. This will be hugely important.

Housing costs are out of control. Residents can no longer afford to buy a house if they didn't already have one. Priority needs to be placed on affordability instead of increased costs from mandated standards in a moderate climate.

I'm with you for these changes

This is critically important for everyone's well-being. Additionally, it would be good to have bird friendly windows to minimize collisions and associated bird population declines.

Great move -- can be expensive; but we need to exercise courage to make these decisions.

This absolutely needs to be done. I moved from a BuiltGreen Condo in Victoria and can really feel the difference in my energy consumption. I would have loved to install a Heat Pump system but there are no rebates for condo owners so the heating system will not be upgraded until those costs are reduced. I'm unable to purchase an E-Vehicle as there are no charging stations in this building. It is quite costly for the electrical work to be done after the fact. It also contained a centralized Hot Water boiler system so no individual hot water tanks to supervise for leakage. Also, with regards to heat pumps, the external unit was housed in the underground parking area, making the exterior of the building clutter free. I noticed units being housed on the balconies of a building along Cliffe Ave and it looks dreadful. The units can be hidden if the unit hoses can be placed inside the walls during construction. Something to consider mandating.

The concept is certainly worthwhile. I do have concerns however about the costs, especially for those people on low incomes. It would be great if other methods of increasing zero-emission were included in subsidies. For instance, we recently installed awnings which we fully expect will eliminate the need for air conditioning this summer or even the use of our new heat pump. A rebate would have been welcome.

I don't understand how houses give off emissions?

Nothing but a solid thumbs-up on this idea!!!

I am all for protecting and helping the environment, but then again, it all comes down to cost.

Green construction should also include outdoor green spaces as part of the build. Developers need to incorporate this into their plan. It becomes impossible after the fact. Putting up large apartment complexes maximizing the land may be financially beneficial to the builder but not healthy for the renters or the environment.

Agree with Green policies!!

I only saw accessibility mentioned once in passing. Our city hall doesn't have an accessible washroom.

all new construction, whether residential, commercial or industrial should use every available tool to conserve energy and lower emissions.

Not believable!

The pursuit of Net Zero will make people poorer, increase poverty, suffering and even premature deaths. Net Zero makes everything more expensive.

Without the environment we don't have much. Setting a building standard in our community makes sense. The only caution is the inflated cost that sometimes comes with building green - will that be recouped to the detriment of people affording to rent or buy?

There is no need to mandate goals ahead of the provincial requirements. Until the Mayor of Courtenay can convince the leaders of China India, Russia, and the USA to go green you are destroying our ability to progress economically

This is a very sensible move.

Sounds like you're trying to reinvent the LEED standards. Why? A very workable system exists.

We need to eliminate wood burning stoves and fireplaces and oil furnaces.

Excellent. This is the way forward

How anybody bothered to do a cost benefit analysis on this? This will drive up the costs of new and existing homes with little benefit. Step code three homes are already energy efficient and are affordable to build.

Environment and carbon footprint is the number one concern.

how could we not do this?

This is an excellent idea...for example, water on demand in apartment buildings instead of 40 gallon hot water tanks/ unit, LED bulbs in all new buildings and proper insulation & windows so that less heat / cooling is required. This will cost more to build, but cost less to maintain...problem is that builders will pass these costs on to homeowners, making it too expensive for them to buy these units, unless there is some incentive offered to builders.

completely "in" for efficiency and especially mandated by 2025 (or sooner)

The city talks alot about affordability but this objective will drive significant costs to construction of new homes. And why would the city want to implement this costly requirement before the Provincial Government requires it? The City of Courtenay does not have a GHG problem. I see this as purely social engineering at the expense of new construction with no benefit.

It is imperative that we take as many environmental steps as possible to save our planet for our kids and grandkids and forever!

What is the cost going to be for these so-called "green" buildings? How much more compared to traditional approaches of buildings that use tried and true cost-efficient energy sources like natural gas? I think this is just virtue signaling as there is no climate emergency in Courtenay, and "green" technologies are not green or environmentally friendly at all. They use huge amounts of upfront materials and labour (i.e. cement, plastic, lots of maintenance etc) and have low expected lifespans compared to traditional forms of energy. I think it's a huge mistake to spend spend spend on these unaffordable, low efficiency and low output "green" technologies. Why is the burden of solving "climate change" falling onto Courtenay taxpayers? I cannot see the climate changing for the better because our city implemented these expensive and unreilable technologies, as a taxpayer I completely disagree with going this route. We need more affordable and proven solutions. Look at Texas when it was hit with the cold spike and green tech failed them. Look at many European countries with "green" energy that have completely unaffordable bills right now because it just simply does not work. I disagree with this route.

we don't need step Code 5 - too expensive.

Building is too expensive don't need unproven green roofs which you can insure.

Net-zero emission standards are necessary but will increase costs.

great lets see it happen

All very good, but is it realistically achievable with existing technologies and, importantly, within realistic costs? Care needs to be taken to avoid excessive bureaucracy and inflating already very high building costs.

As long as they are affordable to purchase or rent for most people than that would be great. We will see what developers and construction companies will do with this; I hope the city will hold them to account.

anything to reduce climate change is good

This is completely unnecessary and will drive up the cost of housing. Green roofs - how do you propose to do this on a pitched roof? Where is the business case for solar panels? The Step Code adds more costs reducing housing affordability.

Lofty goals - how will they be enforced? Are developers onboard with these changes? What does water efficient mean? Purple pipes?

This will increase costs of the building... for purchasers. What about tax payers? How will we have to pay for this?? The cost load should not fall to the taxpayer in any way. Already we pay too much and don't have adequate services.

So much needed ...our world is changed and not for the better. Much is needed to provide a better one for our future generations.

We all care about the environment but net zero is an unrealistic goal. This step code drives up the cost of housing. It does nothing for home affordability .

Would be great to stop wood burning/smoke

I am worried that this is just away to push put onto natural gas, and away from fire places. I do not know why people have bad chimneys smokes. If you have double insulated chimney with a good hat thing. With a good stove. Good stove double burn the soot, so no smoke. .

Plant native wherever possible and save native plants when lots are being developed.

This is important for the health of our city, country and world. I hope it doesn't just turn out to be lip service.

As long as this step does not make it even more difficult to build a house ore more expensive

I love this idea. However, I think this will make houses even more expensive.

Agree. Emphasis should be on electric and cycling and walking types of transportation for travel, as well as local shopping, recreation and entertainment options.

Commercial and industrial buildings have a significant impact on energy use, and the City should ensure that businesses and corporations are supporting these goals, not just homeowners. Water use and conservation is a key climate issue and the City must implement water metering now. It is inconceivable that residents pay a flat rate whether they fill swimming pools and have lawn sprinklers while others carefully handwater and use cisterns. This should be an election issue. Lobby other levels of government to continue to provide residential financial incentives to convert to sustainable building and mechanical options. The current regime is cumbersome and often provides insignificant rebates for energy efficient renovations.

Good idea- if there is some room for flexibility. Rule bound rules can be problematic.

Reducing emissions is always fine.

It is about time Courtenay focussed on bringing its building techniques up to date. I hope seismic design won't be forgotten?

Pleas put cisterns in homes or yards to collect rainwater. A no brainer. More people here more water is needed. We get so much rain!!!

Either require or subsidize improved windows and insulation in older buildings that undergo renovation.

Mitigating damage to the environment is extremely important to me.

I would like to see bylaws to support this aspiration. Other cities in BC have taken these steps but Courtenay has not yet gone there.

Green is good!

Require solar power for all new housing built in the codes.

Why are you driving additional costs ahead of the Province? The Province is currently reviewing the Step Code optional implementation why are we not waiting to see the outcome of this review. Also green technologies are changing exponentially and differing adoption of current technologies will only improve over time. Also you have not provided any business case of buyers/owners to adopt these technologies. In fact, when asked your staff could not provide any data on the benefits of this action. This will do nothing to increase supply of housing stock - not to mention affordable housing. This is absurd. Also your GHG are 2.9 and the Provinces is at 13.9 - so what's the problem!!!

Housing is already unaffordable. This will exacerbate the huge problem which society already faces. Not good.

Wholeheartedly agree. We need to drastically step up our green initiatives on new buildings. The process needs to be friendly for Developers and Investors so they want to do it. Also, are municipal tax rebates going to be available for people retro-fitting buildings with more environmentally friendly options?

100%

That's all very lovely and we should all drive electric cars but affordability for local residents is more important. Otherwise our beautiful new community plan will be snapped up by out of town people/seniors who are more affluent

I am not sure what this technically means in terms of how buildings will be constructed, but if it should mean that cheap construction (such as bare minimum insulation which will lead to excessive use of hydro/gas/firewood to heat the building) is not allowed, I heartily agree !

While I don't disagree with this objective and agree that working towards improvements to reduce the greenhouse emissions related to buildings is a good thing, as I see it there are Two major issues/implications of pushing this forward which include; 1- this will incrementally increase the cost of housing units putting more upward pressure on the cost of homes which will impact both those looking to purchase and those renting. Unless there are counter effects that lessen the upward pressure on the cost of housing development, this will likely impact any affordable housing objectives. 2- Notwithstanding the associated costs of doing so, it will be fairly straight forward to build new buildings to reach the "Net Zero" objective however it will be far more complicated to get existing buildings to such a state. Trying to get existing buildings to a net zero state will be way beyond the financial ability of most building owners and would create a significant hardship if they are forced. While I recognize that the plan calls for programs (I am assuming grant programs) to create incentives to undertake retrofit work that leads to reduced green house gas emissions, however unless these programs cover 100% of the retrofit costs many will not be able to take advantage of them.

Big step towards reducing GHGs. Way to go!

That would be great. It is going to be hot. Proper building technique will not require aircondition.

This is excellent! Will all retrofits to this standard need to be done by 2025? How will this be addressed for the City's recreation and cultural facilities?

How will this effect housing affordability

(It's disturbing to see "consultation" executed by way of post-it notes and emoji's.) Cost of this policy is high, both in installation and operation. Efficacy of "renewable energy" is questionable - this winter, solar panels have delivered less than 10% of installed capacity for the last 20 weeks. If housing security is an objective, this is a poorly thought out policy. As folks try to manage cost of living, expect some counter-productive behaviors, such as installation of wood stoves.

Agree

Renewable energy must include wood burning for heat. Modern solid fuel appliances are efficient and emmission low

It is really important that energy efficiency and affordability are not pitted against one another, and that affordable and subsidized housing projects are created as sustainably as other housing.

Please make retrofitting of older homes easier for lower income families. For example, significant sliding rebates for replacing wood and gas burning devices for heat pumps based on an income test.

The standard for new Development has To be green. With the strong demand for housing in the Comox Valley, I think it's important to make sure that the City require new builds to be net zero. The city should also be requiring developers to plant boulevard trees and encouraging existing homeowners and renters to plant trees.

Meh - Cost is an issue obviously. Really we need more affordable housing. We need to encourage builders to build them - rental housing which is affordable and only this. We have a negative amount available, it greatly impacts every of life here. I am sticking to this topic, we need more affordable rentals, people keep coming, and zero place to put them. Less air bnb's if you really want to be specific.

Climate change is real and we need to get our net omissions to zero for future generations to survive. This is an absolute no-brainer as far as I am concerned!

Hold your horses on the climate change fiasco. Even the IPCC is backing down on its assertions now. The science is far from settled. Don't make the mistakes the Wynn government did in Ontario. They already realize their actions were unwarranted and will be enormously costly to the citizens.

We must protect the environment so it will protect us back.

The greener our buildings are the better.

This is great as long as the affordable housing remains affordable for those who need it.

We are already too expensive. The upgrade costs will kill businesses we simply cannot afford more costs!

I believe we can move faster on this. Very low energy building techniques have been around for several decades. Public education is needed to drive demand for better buildings and I believe there is a role for the City here. Perhaps a demonstration home or cluster of homes, incentives for builders. Without education its all about granite countertops and fancy fixtures. Few buyers even consider building efficiency.

Anything greener and less polluting is better!

Yes! More rebates for homeowners to update their homes would be great!

Solar panels to reduce demand for electricity.

Also green roof technology

Sounds great.

Just dont over do this to the point of creating such high hurdles that developers and builders throw in the towel.

At what cost?

Looks good on paper but costs of transision is huge factor, time frame too short.

Cost concerns to tax base

Very happy to see the earlier adoption of the Energy Step Code in Courtenay. Hope there will be some mechanism for stratas to take advantage of retrofit programs.

The OCP also wants to phase out natural gas. We live in a winter climate and if bad winter storm knocks out electricity for days natural gas fireplaces may save lives.

How much will these programs cost compared to results of savings in green house gases or energy?

There is CRITICAL - we are already seeing the impact of climate changes in our Valley and it is essential the City and its residents honour their responsibilities to meet targeted reductions. The City leading this work will provide a frame for individual citizens to engage

Highly supportive.

I get it but net zero will also increase the cost of all housing and make it even more unaffordable

I am a supporter of buildings becoming more energy efficient, as long as costs to owners is kept in mind. Retro fitting sounds great, but can be very cost prohibitive. And some of the new technologies/ systems being championed, in my opinion are not better then current systems to heating homes/ water etc.

Looking forward to the retrofit options for current buildings!

Yes, the greener the better. Way to go Courtenay if it does indeed meet the net zero emission standard before being required to do so. I understand from some people in the building business that the most energy efficient ways aren't necessarily consistent with green building code standards--something to watch for.

Ensure that development applications are understood and complied with throughout the development process and fully complied with, including amenities before final approval.

Do everything we can to reduce emissions - yes

Happy about adoption of Energy Step Code but wonder if it will add even more costs to houses.

Could be done even sooner perhaps?

Wish that my business had the technology in place to support this!

Important to also consider fire corridors to protect our city.

The new green way of building is cheap and doesn't last. Electricity for everything is not good for the future.

Yes!

That sounds wonderful--we are noticing more homes being put up with different types of insulation--they will be cooler in summer and warmer in winter--MUCH better for us all and we'll use less electricity or gas.

no question - all new builds must have solar panels, passive temperature controls and walking / cycling paths. No more massive garages at the front

would be amazing!

Keep to the bc energy timeline. This is not a race. Give time to plan, budget, and do things well.

Fine if costs can be controlled

Moving to solar power or other greener power options, using composting toilets, green roof cultivation, and making green spaces a priority have been proved world-wide to be effective in making healthier living environments.

This is great. But, the biggest change for emissions would be to encourage biking and transit usage - that should be, in my opinion, the primary focus as far as environmental initiatives go.

The concern here would be increased unaffordable costs if the GREEN RULES are too stringent.

Thank you so much for working to address climate change.

Good goals but be careful. Not everyone can afford solar panels, heat pumps etc. even with rebates. Like the approach taken here where any new developments must be built to the new standards.

Buildings and houses also need to be smaller, not just efficient.

Environmental protections are an important issue for me, so hearing this is a priority is good news to me.

Greener new buildings but also greener renovations

Great. Positive move.

Sounds good, but are you aware that heat pumps don't work as well when it is really cold outside? (They depend on outside air; we will probably be getting more extreme weather in the future, as we did with the heat this summer and the cold this winter; geothermal is probably better for larger buildings [it's expensive]). I certainly haven't seen any current new buildings "integrating" with "neighbourhood character" (what's left of some previous neighbourhood character). Most importantly, if you want "greener" anything, our air needs to be cleaned up! That means NO new wood-burning of any kind; existing wood stoves, fireplaces, etc. all need to be inspected, and up to real standards, wood needs to be dry, clean, not "preserved," etc., there needs to be a time-limit for all existing wood-burners to be eliminated, and no clearing burning allowed whatsoever. The quality of our air in Courtenay is often unhealthy. It's a very bad sign for us that the air all the way up the Island is fine until driving into Courtenay: then smoke can be smelled through a vehicle's closed windows, and often seen as well. Real steps need to be taken to address this very serious issue.

Mixed feelings on this. Building permits are already complicated and expensive

We need to do our part to protect our planet.

Add green roof policy!!

This is good as long as it doesn't drive housing prices up to the point of becoming even more unaffordable. As for existing buildings...we don't need any more renovations

...

Better insulation requirements would be a good start. More trees needed to replace the ones developers pull down so they can have just one more house... \$\$\$\$. What will happen to the noise level from heat pumps if lots get smaller and with more of them plus air conditioners? Do we want the big city noise?

Sounds good but more importantly: bike paths, walking paths, an expanded bus system, more charging stations for electric cars.

Neutral, I think this goes too far. Cost of housing is so high. Adding this as-well will make it crazier

Great in concept. I can see many people not wanting to change due to costs or just happy with natural gas and/or wood.

This is great news

I like that Courtenay is moving towards greener buildings, but all if you want affordable housing (as mentioned on the previous page) then there is no way to achieve this. The cost of making homes greener will increase their cost and they won't be more affordable.

all for green construction. The City should consider offering incentives to anyone building to a higher standard than currently required by BCBC and local bylaws

Most of these regulations add huge up front expenses to construction. There needs to be funding to assist with this - the recent federal program is a joke. And you can't take gas stoves away - have you ever seen a restaurant with an electric stove? NO, because no one who takes cooking seriously can use an electric stove.

This is good. No notes.

Not sure about this.

Why aren't the new builds done w solar panels?

Yes. Plans must be in place to stop building new homes with gas or wood burning fireplaces. Modern electric versions are stylish and provide heating in entertainment spaces. Need to work on removal of wood burning stoves, perhaps through incentive plans. Should be higher standards for insulation and greater use of passive cooling in conjunction with in floor heating.

I support this - but it will be difficult to achieve! Much of this will last through the infrastructure's natural lifecycle.

Fine, do this... but get rid of WOOD burning stoves ASAP!!! Everyone is always pointing fingers from one jurisdiction to the next.

Greener buildings are good, but added cost might deter investment in needed growth

There should be plans set in place to remove the most polluting source point in the city, that being wood and coal burning stoves, fireplaces etc. In the winter months here the smoke haze and stink is just disgusting. This should be the highest priority to "atmospheric clean-up".

Would like to see no wood burning for heat in town, air quality is horrible.

Absolutely. Solar arrays for example should be on all new public buildings and even on ones already in existence.

Yes to more efficient greener houses. However unless I missed it I don't see how all will afford these features. At the moment there are a huge amount of people who would like to switch to heat pumps but can't afford that and in honesty once you fork out the money you end up paying the same amount with maintenance and replacement of heat pump at end of its life. I know people who aren't bothering with replacing their old heat pump due to the lack of savings. Sad fact people have to find ways to save money to live now. I've heard the theory if more buy price will come down but I'm doubtful of that. This also goes beyond mere heat pumps. I am wondering where the money comes from and also how it ties in with the last question about affordable housing. It isn't cheap to become green so will housing prices just stay very high? I hope you'll at least address costs and how people are expected to do this.

this is a good idea.

Great! Might cost a bit more up front but worth it. Will pay for itself over time.

This is long overdue. Great move. I would like to see ecosystem restoration included as part of "being green".

Building more energy efficient buildings obviously makes sense. That's quite elementary. Mandating too much alternative energy is counter productive. Ever watch Planet of the Humans? Or read "The New Energy Economy: An Exercise in Magical thinking"? While reducing the apparent effect in a localized area, the overall effect on the environment is usually negative. Education on the simple math (such as in the listed paper) would enlighten people that it is not the noble cause portrayed. I am for the environment. But hate doing something just for the sake of it or opinion/politics rather than examining it in true detail. Solar panels and windmills are NOT lowering global energy emissions.

I am in favour of green buildings, however since we use hydro electric, I don't favour spending money in a panic to go 'green'.

More trees, more food production spaces-garden areas would be great too!

Zero.. yes!

This is long overdue for obvious reasons.

Great!

Instead, provide rebates and tax breaks for things like solar power

This is a restrictive practice, as many smaller contractors lack the capability/expandability to engage in construction of properties with such scrupulous environmental standards, leaving the building opportunities only available for big-name, big money property investors who are likely to charge exorbitant amounts for their properties. I believe the environment issue needs to be addressed, but the greater issue is addressing affordability. If the rate at which gentrification in the City of Courtenay is occurring increases or even holds to what level it is at now, our small businesses will be in dire straights trying to pay liveable wages to employees.

We are installing heat pump this week in our home.

This is a great step in the right direction. I will be happy to see you follow through on these promises and then in the next OCP pledge "greenest buildings".

Do you think there is no impact on the world when buildings are retrofitted. Keeping your old gas powered car is actually better for the earth than going out and buying a new electric car...seems politicians only look at the end product while completely ignoring how we get there. And did you know that Canada only produces 1.6% of the world's emissions. Implementing hardship to reduce the size of a drop. How about you implement a program to stop buying products produced in China and SE Asia that are then shipped by container ship halfway around the earth....now that might make a real difference. China is a huge emitter and container ships are fuel guzzlers and endanger our oceans!

Find a way to give renters this chance too. It is hard to convince landlords to retrofit buildings if we don't have the power to make the decisions as renters.

This will work if there are subsidies for solar panels on existing homes

You have had control of the building codes and permits for ever,with a bad outcome. Start changing codes to allow different buildings, hay bale,earthship.grey water systems. You have been the problem for delaying change

Net zero emission is a white whale. It is noble, but very costly and should be attempted carefully and with an open mind, understand this could be a complete failure. Should not come at the coat if the local economy

This strategy aligns with the flawed United Nations climate change strategy, which is predicated on carbon dioxide emissions being the culprit. I disagree with this. I do not want to see building prices driven up in order to fight an imaginary climate crisis.

I think this is great but could put a financial hurdle for anyone other than developers who may look into subdividing their plot or building another dwelling for rental or sale. I think green rebates for residents looking to develop their property to increase the city's goals of increased denser dwellings would elevate this issue.

Yes, we are behind. Action must happen.

So important

Greener buildings would be good

Climate change is real and the city must do its part to mitigate.

Although this is a wonderful idea, it adds to the cost of housing in an already unaffordable market. Strongly recommend checking out Interactive construction based in Victoria, they create incredible passive houses.

this just makes houses to expensive

I like the aggressive move on climate change! That said, if it hinders housing development, I would like it less.

Who is going to actually read this section and act on it.

The only way this is going to be able to get done is by knocking down older homes and building new ones...what is the net zero going to cost in today's building prices ? Who is then being able to afford these homes ?

This is of course a preferred course of action, but must be carefully balanced with affordability.

I will still be driving a diesel in 2050

This is also very doable and will need cooperation from provincial bodies which develop building codes.

Yep, this is great. I'd love to see even stricter restrictions. Triple pane windows, R-50+ insulation, passivhaus standards. Also, air quality policy in light of wildfires and covid.

Stronger landscaping policies in place to retain existing parts of trees and greenery in a new development. Example is the new greystones development in Crown Isle where there are no trees retained the middle of the development. Leaving treelined buffers between developments

love it! all for it!! maybe the city should also try and harness the wind power :)

That is a wonderful idea. How will that look for costs for residence though?

Makes housing prematurely more expensive

That's all well and good, how about some policy to reduce the existing problems like wood smoke/fine particulate. Green buildings in new construction is a no brainer - but kind of pointless if older issues aren't dealt with.

I currently have "on-demand" hot water in my townhouse and, although it might be energy-efficient since no water heater is running all the time, it is VERY wasteful of water. In order to get the system going to produce hot water, it is necessary to turn the tap on and let a lot of good, clean, precious water simply go down the drain.

Ban natural gas

Great goal, hope we meet it!

There is not clear policy to green building. For developers' point of views , they would like to see more direct benefit. For example, Downtown Courtenay is typical 50's working class area. there is no significant character. beside a few large institutional buildings, there are not many professional architects design buildings. The OCP wants the new developments to march existing ugly and boring buildings ?

This will be great for the older homes/buildings in Courtenay, if the home owners could get help being able to make their homes more efficient and greener.

This is another major issue. Municipalities and politicians all talk about affordable housing but are so hung up on being green they make the construction costs so high it's an impossible target. Sounds great to most but just blows the costs out of the water so affordable is unattainable.

This sounds good in theory but is expensive to build. Hot water on demand is not efficient as it takes 2 minutes to run and waste water until it gets hot. HVAC continuously runs and is using electricity that is no necessary. Open a window instead.

I am very excited to hear this, and I hope that also includes the elimination of fossil fuels and wood as part of heating also. We need to have a much smaller or even no carbon footprint to improve on the impacts of climate change. Even Courtenay couldn't ignore the climate changes that became very prevalent with the heat dome/snow we experience in 2021.

No more wood burning. More efficient homes results in less energy wasted at a lower cost for all.

A large part of the 'switch' initiative has to be to get people off of burning wood in the valley. This releases more carbon into the atmosphere than natural gas and is a public health hazard

Greener buildings will allow participation in reduction of greenhouse gasses and negative effects of climate crisis.

i assume construction may cost more initially but will lower costs long-term as well as GHG emissions and increase capacity in our area for forward-thinking services/businesses.

L

Makes sense to encourage improved energy efficiency in all new builds and to provide incentives for existing buildings to retrofit.

In order to meet climate change targets changes need to be made - and greener choices and changes need to be enforced. I agree with these changes and look forward to being part of the change. We need to ensure that the greener choice is not the more expensive choice - this will deter people.

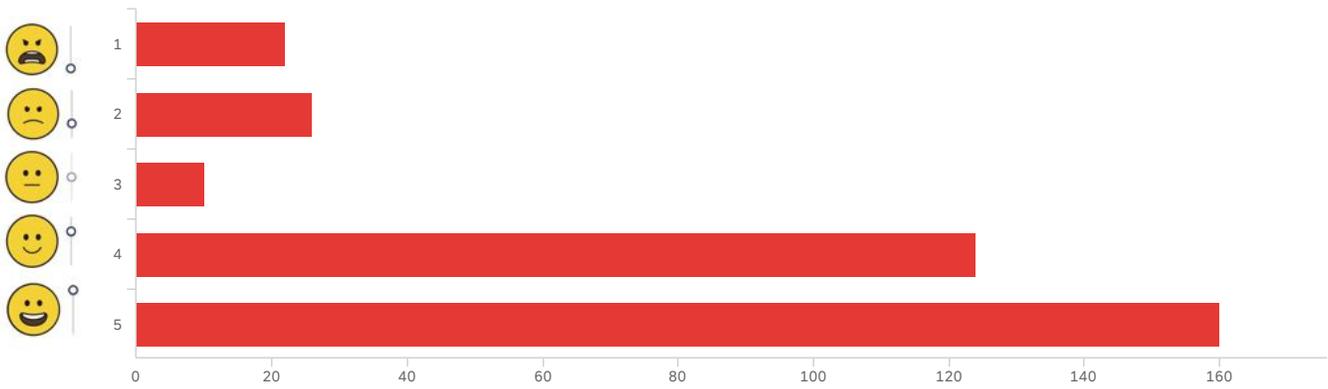
I'm happy to see that existing buildings will also be able to access retrofit programs. The climate emergency is real and we MUST adapt and mitigate the effects ASAP.

Nice in theory but costs will be a key factor

A retrofit program to encourage people to invest in upgrades to existing buildings is particularly attractive.

Green buildings are the future. There is no other way.

5 - More Rental Homes Happy Face



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	More Rental Homes Happy Face	1.00	5.00	4.09	1.17	1.37	342

#	Field	Choice Count
1	1	6.43% 22
2	2	7.60% 26
3	3	2.92% 10
4	4	36.26% 124
5	5	46.78% 160
		342

Showing rows 1 - 6 of 6

5 - More Rental Homes Comments

More Rental Homes Comments

Again, great idea, but implementing seems complicated.

In a few months, you will realize you have overbuilt

Better more sustainable rental options need to exist and grow with the demand, and must be kept affordable and reasonable based on the employment opportunities that exist in the community.

Block outlandishly high prices on home buying. People need to be able to afford to buy a home. It is totally out of reach for young families nowadays. Kids are being raised in daycares because both parents have to work to make a basic level living. We need happy families in happy, healthy homes with a small garden to work and play in and walking distance to work and good schools.

Do you think developers are going to want to develop at a below market value? What is the incentive to a developer to create this below market value?

We must protect renters in our communities.

Incentivizing is the only solution.

Affordable rental housing is critical.

Rental housing needs to be affordable! I couldn't agree more that more rental housing is required.

sounds fair

I would like to see a development plan that eliminates that ghettoization of rental properties. There is a misplaced attitude towards rental properties and renters. Elevating rental properties to the status of the norm, with attractive design and great location, would bring this sensible housing option to the fore for our younger or more mobile citizens.

Consider additional density allowances on dedicated rental developments with a title caveat that the property must stay rental for a specific period.

As long as there are restrictions to how many rental properties a person owns

There is no rental housing because you convolute the building process so builders go elsewhere, like Campbell River or Nanaimo - making Courtenay property taxes some of the highest on the Island. The OCP states it's against new development - how can you possibly expect to have anyone want to rent their properties in such a tight housing market. There is no rental because you clearly do not support development and this is what you get.

good idea to keep rental housing stocks stable

The plan to ensure a stable (or growing) supply of rental units is good. However, ensuring rights of renters is also important. The BC government passed legislation last year that allowed landlords to pass on to their tenants structural repair costs which were not the fault of the tenant (e.g. a tree falling on the roof). This is an undue burden on tenants and only serves to enrich the landlord (<https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/residential-tenancies/information-sheets/rtblcf.pdf>). UBCM should lobby the provincial gov't to rescind this policy.

definitely a needed item, especially for younger generation and less fortunate individuals. Housing is a true drain on available money on has.

Yes, more rental options are very important!

No specific comment.

Multi-unit housing needs to incorporate useable common greenspaces and be well buffered from busy adjacent roadways. the multi-unit building at the corner of Mission and Veterans Way does not look like a nice place to live with units exposed to high traffic volumes and noise.

A little late. Full time working homeless is whats out there right now.

Yes, more rental housing needs to be supported as more and more people cannot afford to purchase. But, does the city need to INCENTIVIZE this? The city should not have to give incentives to builders/developers. The city issues the zoning and building permits. Rental housing redeveloped? Again, the city issues the permits. Rental housing should be included in neighbourhoods throughout Courtenay. The main problem with added housing of any nature is the fact that many people presently living in the valley will still not find a home as they cannot compete with the crowds of people moving here, most often selling out from the larger centres with much more money. It would be nice if properties could be built just for those friends and neighbours within our community who really need viable homes but???

Young people starting out and lower income families need rental housing.

Yes to more rental homes. But as someone who rented for 25 years before buying and now lives in a mixed owner/renter condo building: absentee landlords and investment companies are a huge bump in the rental market. Until that's addressed, the rental market will continue to be a mess. Renters need to be able to make homes, not profits for other people and businesses.

New satellite communities need to be created to keep housing costs lower. Higher density will eliminate any chance of reasonably priced rentals.

affordable housing always a problem

One of the negatives of the VRBO and ABnB shift in rentals is that it has denied folks of affordable, available housing. This must change so that the priority is community.

This is definitely a concern if it isn't meeting everyone's housing needs. I assume a percentage of all new development will have to be rentals. i.e. Carriage homes, suites in home

Believe it when I see it. Don't allow numbered co's to buy our homes. Allow laneway housing. Allow more basement suites and use existing buildings better.

Great idea, but I suspect it will be tricky to pull off.

Same argument, yes rental homes must stay and more must be added. But again they must be realistically affordable.

Control the density of new developments please!!

Affordability is key. Base rent on per cent of income, not a set price.

good idea as long as land swapping doesn't negatively impact natural land and parks.

Who can afford \$1600+ for a one bedroom??

This is a necessity. We need to also limit the number of rental properties that are used as 'short term rentals' on platforms like AirBnB. The number of below market and rent controlled rentals should reflect the percentage of low income families in our community.

Rent is very expensive. I'm happy to hear that there will be more below market rents available. Does this include supportive housing. The homelessness that is evident in our downtown core is unacceptable.

A very welcome move, as with the housing crisis, the state of rentals is a bleak one. I have friends and coworkers that are living paycheck to paycheck, with well paying jobs because of their rent! Landlords have engaged in a price war to see who can charge the most, leaving the rest of us fending off poverty!

Why are you trying to reinvent? Instead of partnering with non profits, what about partnering with businesses so they can provide housing for staff? Whistler has already done this.

Be careful where you put these new rentals. Homeowners pay taxes to live in certain areas. Don't want uncared for buildings and yards.

Rental housing must be protected because young people can longer afford a new home, and this ocp will only drive up the costs of new homes

Increasing rental supply is vital, esp. low below market options.

This could go a long way towards "destigmatizing" renting, especially if new rental housing is architecturally designed, has access to greenspace, is landscaped and maintained.

We'd rather see fewer people renting, so providing more affordable purchase options.

Rental housing isn't just for low income families. Older persons residing in the Comox Valley would welcome the opportunity to move into "high rent" accomodation that isn't in a retirement home. Older persons would welcome the opportunity to move into buildings such as "Lepine" has built in Ottawa to accomodate them after they have sold their home.

Agreed. Tenants must be protected especially those who are vulnerable . I was a landlord previously and took my tenants to heart. I had an opportunity give the tenant the opportunity to buy the unit at reasonable cost and it was successful. A second unit my other tenants were promoted and moved to Vancouver so I lucked out and sold the unit. But I have heard of nightmares where tenants are on their coattails onto the curb and it is not fair.

As a taxpayer of Courtenay, I take significant issue with this. The City does not have a mandate to provide "below-market rental housing" and how will this be "incentivized"? Who has been consulted and what are the associated costs and exposure to the city's taxpayers?

Affordable housing will allow for all people to have a roof over their head. We need workers in all fields of commerce and health care to support the community and to be able to live within the community.

It sounds like a good idea in theory, but how long have we been waiting for more affordable housing here? I would be for the idea of encouraging more businesses to come to Courtenay to invest in our economy, thereby providing more and better paying jobs which allows people in our communities to afford rents? Just building more housing on taxpayers dime's is not a long-term solution without encouraging commercial and industrial growth and providing incentives for that as well.

You can't dictate what developers will invest in - unless you want tax payers to pay for social housing and incur the on-going costs. This means more higher taxes.

Love it

Rental costs in Courtenay and many other places are far from affordable. Even when "affordable" housing is stipulated, the costs are prohibitive for too many.

not certain that the city has the jurisdiction to do this?

I am unclear if affordable rental housing is actually affordable anymore at this point. I hope it truly is affordable for lower to mid income people/families otherwise we will gentrify our city and turn it into a collection of pretentious, assholes....like West Vancouver.

Not everyone can afford to buy a home and sometimes older people don't want the responsibility of home ownership and would prefer to rent

Why are you trying to engineer this - the market for rental housing will fluctuate with supply and demand. If this City intends to provide social housing - this will increase taxes for residents.

Providing these rental homes are affordable to low income residents.

I don't quite understand this. A homeowner who rents out property can't stop renting it out? Once a rental always a rental?

Who is paying for this. It looks nice. It's needed. But I see this being a burden on the taxpayer. It needs to be cost-neutral to be fair to us all. Thanks, but I've already had to foot the hefty bill of my own home... I don't want to subsidize others' lives further than I already do

With the prices of houses sky-rocking more affordable housing is desperately needed.

Supply and demand is simple economics. You should not be forcing the market. The more you regulate the less people will want to develop any new units within the city of Courtenay.

Although this sounds like a good idea I am not sure it will not help very large companies from moving in and buying homes, developing a monopoly. Courtenay already has a problem with large landlords who don't maintain property. So although I support the concept completely I think it needs some modification.

I do not want to rush build homes to meet a demand. Maybe we do not need to grow so fast.

Excellent plan! No net loss of rental housing is a very forward thinking idea. Don't let the developers talk you out of one iota of this plan.

Limiting personal properties is wrong. People should be allowed to do what they want with their property. Limiting short term rentals puts more stress on people being able to afford the homes they own. Instead, abolish R1 zoning and turn them into R2. Giving people the opportunity to build secondary suites all across the city and creating mortgage helpers to assist with rising costs.

Put a top rental price for those who are buying properties only for renting them at disgusting prices. Ex: people can purchase houses, but you/the government/law tell what is the maximum someone can rent those properties. This will discourage those who wants to profit, so they won't buy more properties, prices might drop if people are not buying like crazy, and those who can't afford to buy right now will have a chance of owning their own house.

Agree. See my answer to question #1

Exert more pressure on the province to support municipalities in achieving this goal. Find a mechanism to require developers to include a % of affordable units in their buildings over a certain size. Offer an incentive, such as reduced parking spaces.

Affordable housing is a priority.

Statistically, it is known that with rentals comes crime increases. People are more apt to take pride of ownership.

"Incentivizing" below market homes just means taxpayer funds will go to real estate moguls to top up the profits they make. Regulating the market is better than topping up the "generosity" of charging below an unsustainable amount.

I assume you have done your research and know what the % requirements for rental housing need to be for Courtenay over the next 20 years.

I cannot believe the number of rentals be built right now. I am wondering if they will even be filled. Unfortunately they are not affordable and many families need yards not cubicle in which to raise their kids. Maybe a stepping stone but hard to save with high rents.

It sounds good, I do wonder if real estate owners with less capital will be able to meet those requirements. It sounds like a move in the right direction for the housing market crisis, but if not well thought out it might create an imbalance where only really big real estate companies can afford to redevelop their properties. When small businesses are unable to compete bigger businesses seem to purchase the smaller ones and monopolize industries.

This is so important. We need to ensure that a diverse community is here, not just a wealthy one. And to provide options for people, with lower income housing walking distance from amenities OR an improved bus infrastructure.

Cap rent based on a percentage the individuals income, not the 'market rate'. One bedroom places for over a grand a month when someone makes 600 bi weekly is abhorrent and not livable

All for it - but what are you doing to make easy to develop rental units? The OCP document is so long I need more time to read this document. Once again - who is making the investment to build rental housing? You are discouraging this - and who can afford Step Code 5 - ??

Let the market decide. With the current ridiculous tenancy act, why would anyone want to build rental property?:

Through the grapevine I have heard that it is difficult for some homeowners to add legal suites to their property as they need to apply for permission from the city and also petition their neighbours. If this is the case, I'd like to see less red tape for homeowners wishing to add basement suites or laneway housing etc.

This is also very necessary. I'm glad you are planning for this.

We need to at least maintain and most likely expand the stock of rental housing, and affordable housing available in order to avoid hollowing out blue collar workers that struggle to afford to live here.

Okay but their needs to be a better overseeing power to keep these rentals in check. For instance, I live in area B just north of city limits where everyone is allowed a rental space. I have a mouldy, disintegrating motor home parked along side my property line where someone is living. I often wonder who's septic theyre hooked up to. Does anyone oversee these rental spaces?

Obviously, like elsewhere, the Valley is in a housing crisis. As the Valley is a desirable location for wealthier people to move or retire to, the housing prices are unaffordable to a great number of people. It is imperative to the balance of demographics that affordable housing is a priority.

The production of rental housing is very complicated and the production of below market rental housing even more so. The private sector is only going to produce rental property if they are able to do so as an investment that provides a reasonable return, they do not invest money just for the fun of it. The cost inputs (whether a new build or the purchase of an existing house) of a rental property will drive rental rates of said housing, so as cost go up so to does the rental rates. While there may be some room for "Government Policy" (i.e. rent control) to contain this, it can't be artificially forced as investors will simply take their money elsewhere and there will be no rental properties. If housing development costs continue to rise then, Below Market rentals will need to be either provided by Government or subsidized by Government, it is really quite simple math! Also if the objective of protecting existing homes from being converted to non-rental housing includes low density housing (i.e. Single Dwelling, Duplex, Townhouse) then I would suspect that very few if any new units of this type will get added to the future housing stock. I believe many people purchase and rent units like this either to eventually move into or to sell and fund a retirement, if they are unable to easily do so then they won't and that will result in the collapse of these units in the rental market.

I think more affordable (think below 2,000 a month) rentals are needed. Rent prices have sky rocketed in the valley and it's just not realistic for single people to be able to afford

I'd like to see some regulation of the rental market pricing too.

I think it's great that more rental housing will be supported. Tiny homes and RV's should be allowed on property as rental housing as well. I might not be understanding correctly, but the city shouldn't be able to stop you as a homeowner if you want to convert the suite in your house back to being part of your home, removing it from the rental market.

Questionable intrusion into property rights. Some risk that developers and property owners will decline to invest in the rental market if the City hold the option of removing upside potential and flexibility while continuing to leave title holders with downside risk. Driving costs up through obligation of GHG emissions management modifications while capping the ability to recover costs and secure return on investment is a questionable strategy. City ownership and management of rental properties has a long and sordid history of failure.

A housing shortage and affordable housing is at a crisis

Agree

There must be redevelopment plans that provide for thr displaced tenants while the redevelopment takes place

I would like to see better rent control in Courtenay such as vacancy control that bans landlords from significantly raising the rent any time someone moves out. I would also like to see regulations discouraging short-term rentals (ex. air bnb) in suites that would otherwise be suitable long-term rentals.

Given real estate prices this would be prudent, especially if there were subsidized rental properties.

This has improved but still needs to happen

The city should prioritize affordable housing.

Please consider densification carefully, we need more affordable housing. We need to encourage builders to build them - rental housing which is affordable and only this. We have a negative amount available, it greatly impacts every of life here. No places to live, no workers...it's not rocket science.

We need more non-market affordable rental housing. We have the data from our Regional Housing Assessment that we are not meeting the need for non-market rental housing. This is not possible to achieve in the amount that is needed through market housing. Increasing supply is not a solution if we build the wrong kind of housing.

Agree, but ensure there are travel corridors to support a higher population.

Again, we have no option but to offer more housing options than we currently do.

We need to offer renting options to those that can't afford to buy.

Rental housing is great as long as it remains affordable. Rental rates now are ridiculous! Too many landlords are gouging, taking advantage of higher rental rates with a shortage of rental units. We need to do better to ensure low income families can afford their rent, or better yet, afford to buy a house.

Try lowering taxes. That alone will make more affordable housing.

I especially like AH2 seeking partnerships and AH3 creating a housing corporation. ***Again, stick to full protection of un-reduced buffers from ESAs. ***Habitat for Humanity USA recognise that energy cost is a greater burden for low income earners. Many of their houses have solar panels and many more are solar-ready. We should consider this here.

We definitely need affordable rental housing here! BUT, again, I'd like to NOT promote people moving here from other places. I'd like to see people who grew up here have affordable places to live.

Absolutely more rental housing is need. Once again streets close to downtown like behind fire hall 10th , 11th

Current "market" rates are entirely out of reach of the average cashier, sales assistant or web designer. Federally subsidized co-op and other forms of shared title may be important for our community's well-being.

With proper green spaces, apartments become better options

Sounds good as far as it goes. In the current high-rent market, there are many examples in the city of private residences being bought and then rented out by absentee landlords. I do not know how or if the city can regulate this market trend -- but it does nothing to promote reasonable rental rates or a stable community.

Combine this with laneway and secondary suite incentives

Don't spend more Tax money on this

Something has to give its a gong show out there. One of my two biggest fears is that my landlord will sell the rental house I am in. The other is that my Dr retires finding a house is like finding a Dr in the Valley. Both seem to be non-existent. Something has to give.

Study does not reflect the multi family rental units that are currently under construction. Developers require profit in order to provide accommodation and Sr. Government have limited resources to subsidize smaller communities such as Courtenay.

Don't want too many rentals

No net loss of rental homes - great!

Question is - Does this mean that if a house is currently rented and owner wants to redevelop they still need to keep rental housing? If so it is unworkable...

see my previous comments

So no one gets to buy a home anymore? What about encouraging home ownership by having areas where more single family homes or duplex's could be built

With 4500 more people moving into the community we must have more rental spaces available - and more spaces that accommodate a variety of family sizes, abilities and community access preferences

I understand the need.

Rental housing should be kept out of residential areas. It's just like 30 years ago...no planning...drive along a street and there are houses then an apartment oh wait then commercial because there was no consistent plan. Now on 17th & McPhee there will be a five story building in the middle of a residential area

This sounds great, rental costs have grown to high for most people in town.

Why hasn't the city implemented an incentive for home owners to provide rental suites. Several of us have larger homes with adult children moving out. We could convert a portion to a suite, but instead the city wants to charge homeowners with a fine if they do it without 'permission' and change taxes to add a second household. Why would home owners do this if it increased their taxes, yet provides the same usage of the square footage of the existing home. Courtenay is seriously backwards in their thinking on this.

Carriage homes are great for more rentals but would be great if current home owners were able to create a strata where by they could sell off that carriage home at some point which would increase affordable homes simple due to its small size.

We do not have the infrastructure

It would be great to see an actual plan to increase rental housing, not just "protect" and "support". How about "increase" as a key word?

No comment

Include Co housing and Coops in rental designs

I agree - also can housing co-ops be reinvented? and more supportive housing for people with complex needs - though maybe this is a provincial issue?

Affordable housing needs to be looked at with the services that are required to support the needs of the people. The city is relying too heavily on non-profits to support un-housed, addictions, and food security. It becomes a patch work of non-profits. Downtown businesses and houses are being un-equally effected by increase in crime. There needs to be a defined strategy for supportive service locations combined with housing types, and an increase in support for the local businesses and houses affected.

An important need and once again hope that below market housing is not just put next to commercial light industrial areas but is included in all neighbourhoods.

This is a great move, hopefully it will allow for more opportunities for many who are facing homelessness to get a foothold back into stability.

Student housing constructed at NIC will hopefully free up some rental space within the greater community.

This plan will lead to less affordable rentals.

Allow secondary suites

Need more geared to income

Everyone would like to own their own home, but with house prices being so high , it is obviously impossible..More rentals are needed and at lower and higher prices, to suit all needs.

definitely

Just a note: Love the Kiwanis Village, think it is so successful, really small units, so low subsidized rent, but together in a little village with a common area so there's a sense of community. Need way more places like this I think!

Do more to encourage the increase of suites and carriage houses on existing properties

Tiny Homes on Wheels (THoWs) need to be part of the infill plan. Many THoWs are off-grid capable, would not strain current services infrastructure, and a rental market capped at \$500 a month for serviced (water, sewer, electricity) parking pad and \$300 a month for off grid parking pads would allow legal full-time occupation in a housing choice that is still affordable.

As said in a previous comment, the more options for housing that is provided, the more diversity the city will encourage which can only be a good thing.

Many people can't afford a home but we still need and want the

I don't love seeing giant "affordable" housing complex's pop up everywhere I think the bigger benefit would be to allow more density on existing properties of landowners

We certainly need more affordable rental housing.However rent and matters relating to rental properties should be left to landlords and tenants to sort out, too many rules by Government make landlords hesitant to rent out their properties.

So important to secure housing for all

The biggest issue faced by municipalities as it affects every citizen. Besides the obvious that housing should be a right for every citizen and not treated as a commodity. That is a goal as we are not in that political moment as too many middle class people rely on their primary asset, their home, for retirement.

Vital for the health of the community and the local economy. Infill and suites help with housing and affordability

Why would rental housing be converted to non-rental? Could this be discouraged?

It's a necessity

Again affordable rental housing should 1st be offered to those that have lived here for years. Also many newcomer seniors have huge govt pensions. Take care of "our own" 1st & make it less accessible for newcomers.(if possible)

This is great, and more inventory will hopefully drive down the price of rentals to a manageable level.

Isn't this a little ironic considering the empty lot that Courtenay owned, across from city hall? We do need more supportive housing of all kinds, and hopefully not in large buildings that turn into "the projects." Habitat for Humanity should be supported.

Housing for all.

goes with diversity of housing options. just wondering how this will be enforced and what is the policy for short-term rentals like airbnb etc.

We need affordable rentals.

Hhh

I believe that rents are too high for the wages earned here in the city. My emphasis still is that developers are not required to provide a larger cash amount and that more units should be lower rents. Check out the ratios.

yes please more rental housing. please think of ways to help reduce the cost burden for secondary suites

Sorry, do not know enough about this topic to give an educated opinion The draft OCP does look encouraging for future housing requirements.

The rental market is really scary right now and this is desperately needed. Renters deserve access to homes that are at a variety of price points and ideally, more newer buildings.

So if I purchase a home with a rental suite and remove the rental suite, I will be responsible for providing another rental suite somewhere else in the City?

we need to avoid creating neighborhoods of rental properties (especially below-market rental) as this will attract petty crime too. Tenants should be invested into maintaining their property; include features such as community garden, green space, playgrounds

The city needs to own or operate a lot of this. Corporate managers will only look to make money, not provide anything affordable or quality. Private business will NEVER do the right thing unless forced. We need a lot more rental properties, but if you let corporations handle it the problem will only get worse.

Market rates are often determined based on current prices, which are already unachievable for many residents. Using this as a benchmark often results in a temporary, and underwhelming reduction in rates. Some consideration should be given to consulting with members of the community that are already being priced out of the market.

limit air bnb options is necessary to de-incentivize home owners from seeking profit over providing housing options to the community.

Yes we need more rental housing

So long as property taxes keep going up, the issue won't be solved. Rent will continue to rise. You can build as many below market units as you want.

We need to limit AirBnBs type houses and secondary (and more) rentals. Families can't buy starter homes cause people have bought secondary rental homes to pay their mortgages at these prices. Census from 2017 gives the city an average household income of \$57,000 with the median age of 48, that's the most current information I can find from the census. The city isn't affordable for young families anymore, the age gap is getting larger.

Yes. Rental housing needs to be attractive, landscaped with underground parking. Not surrounded with surface parking. Makes Courtenay look like the strip mall USA. The community will regret the new rental buildings behind the Superstore for years to come and its on a main thorough fare. Yikes!

Housing is critical for individual and family health - but it does not need to be so predominantly through home ownership. This is a good move. I do think that as a society we need to carefully examine whether our economy is functioning in an effectively sustainable way when such a critical component becomes systemically unaffordable without government intervention!

protecting existing rentals is important. more incentives for new rentals seem to be required

City is overstepping its boundaries by stipulating that a landlord (the actual property owner) can or cannot sell their property based on whether there is replacement rental property available.

Rental housing must be monetarily accessible and it sure isn't when it's control in the private sector. I'd encourage the city to develop rental communities controlled by the city. Yes, rent control.

Yes to more rental units and hopefully at affordable prices though so far to date what has been called affordable is not for this area.

indifferent. i feel that if there are more types of homes in more types of neighbourhoods, this problem may be solved.

Good - but how do we ensure we are increasing access for those who are already here, and not simply attracting more people from out of town?

As noted earlier, facilitate addition of rental housing by owners of single family dwellings.

Please refer to previous note on housing.

The selfish attitude of many against rental housing is outdated. Too many restrictions to allow practical solutions. It is unlikely that enough new and purpose build rental housing can ever address the shortage. Secondary suites, carriage houses etc. can add a large number of units to the market. And how is it not obvious that if someone has aging parents they want to care for and has an 8000 sq ft lot (just picked an arbitrary number) on which a carriage house could stay within property setbacks, it should be allowed. This allows aging parents to sell their residences when self care becomes difficult and does not push them into assisted living facilities for which there is also a dramatic shortage.

Courtenay desperately needs more rental housing.

Great idea and huge taxes for vacation properties. Make it mandatory that every home in the valley is occupied year round by a renter minimally, and not an empty vacation home while residents can't find homes to live in.

Generally, a good idea. My one reservation is with landlords renting properties for immediate income only, and failing to maintain their properties. One example of this can be seen in stratas where absentee landlords oppose spending any money to maintain and replace strata property.

With this market more is needed to protect and increase AFFORDABLE rental stock. Im renting for █ yrs and given that my dumpy █ went up over \$100000 in value this year, I'm terrified it will be put up for sale.. there's no way I could afford 3 bdrms at todays rental prices. It sucks being over the barrel. Its scary with kids to support. Very stressful.

More Rental Homes Comments

Cannot just add rentals without fixing the dysfunction that exists between landlords and tenants

Good as long as the approval for development is completed on a timely manner and at an affordable cost.

Yes because young adults want to live here and we need to draw in more 20-30 yr olds who can work here, find rental housing, and perhaps stay long term

More rentals does not equate to more affordability. I do not understand how you're incentivizing "below-market rental housing" with no policies proposed how to go about doing so.

As long as home owners are not penalized for buying rental buildings and converting them into principal residences.

This is going to result in slum developments. There needs to be a master plan to create coordinated development. Not just development for it's own sake.

I hear there are 250 homeless people in our town.

I wish your objective AH5 had some accountability for private landlords. In my searches I have found the vast majority of the available rentals to be by private landlords and have personally experienced eviction due the BC tenancy's "landlord's personal use" loophole, which removed the property from the rental pool and left my family unhoused because new residents to the valley bought a property with a rental but didn't want renters and instead wanted a home to stand empty during a rental crisis. There needs to be some accountability for these actions.

How about letting larger properties, like say 2 acres be subdivided so that more than one residence (or two if a secondary residence is allowed under the current building codes and bylaws) can be built on them. How about encouraging the builders to build homes with basements which would house a secondary suite...same footprint on the lot, but double the density. Builders are cheap, and don't want to do this, but it would be the most inexpensive way to provide rental homes. Homeowners would then have the incentive to purchase such a home as the rent could subsidize mortgage payments. They would also be built in caretakers for the property. The impact on the landscape and the aesthetic of the community would be minimal. Parking would have to be provided for the rental units. Possibly on the lot.

Protect renters from landlords. Close the "landlord's own use" loophole. (Likely provincial, but the city could advocate for it.)

Again those that find a way to make life easier have to pay, if I choose to sell my rental why should I have to provide other rentals

Better housing options! Period!

To be honest 98% of housing that is available is only cattered to 55+ which is ridiculous, I know plenty of 30+ people in the valley that can't even find housing. FIX THIS! I Get we are a retirement area but there's more young people starting to outnumber the old we need housing just as much as they do.

Renting from the city is better than renting from private landlords. Not a fan of taxes preparing buildings for private investors to profit off of

Quit vilifying the landlords, small 'mom and pop's.....Basement suites, carriage houses, tiny homes have been supplying affordable housing while government did nothing

More needs to be done to create AFFORDABLE rental housing. Market rent is out of control and completely unaffordable for anyone.

This is great and will help attract younger people to the area and reduce the youth migration out of the city.

The rental market is not meeting most peoples needs. So many are struggling while working, raising their children and doing their best to maintain what they have. In most circumstances this only has to do with the unrealistic costs.

More rentals definitely needed!

More rental homes would be good. More co-ops as well

More purpose-built rental housing is LONG overdue in Courtenay. Also secondary suites and laneway house rentals should be more prevalent.

I strongly feel that allowing Airbnbs to continue in Courtenay is very damaging to the rental market.

More rental housing is a great start.

Its about time you make more rentals

Affordable housing (rentals) is always necessary. Subsidized housing is a good thing for above board occupants.

Affordable housing options. Tiny homes. Zoning amendments! We need to get creative and consider all options, and not just small tweaks to the status quo.

Owning your home is way better than rental. When you talk about "affordable", you mean "subsidized". You should say that.

You have aloud over 500 rental units to be built with more on the way... so then people will never be able to achieve home ownership? The only way to bring down home prices is more homes not more rentals in these places where homes could be

Downtown courtenay is a disgrace. Streets and sidewalk have garbage everywhere. Nothing is cleaned. And now not even to safe to walk around during the day. The ongoing issues on cliffs are by the city hall is quite disturbing

Let's face it, the minimum wage will never keep pace with higher income earners and inflation (even when inflation is under control). If you'd like your barrista to be a person rather than a machine, then an increase in rental supply is quite simply the only viable option at the municipal level. I pay \$1200 a month since I moved here in March for a small 1 bed/1 bath. Young people who moved months later found that the price floor for a similar dwelling had moved up \$200-\$300 on discussions I've had. That is neither healthy nor sustainable. That's not a crisis waiting to happen, that's a crisis that's unfolding on front of our very eyes.

Affordable ones

I'll say it again - if someone works in the Valley, they should be able to afford to live in the Valley. As simple as that. Every human being has a right to affordable housing. Every single one.

Not everyone wants or needs to own a home. Rental is sometimes the only option for some people. If we want a City that works for all, rentals are a big piece of the mix. My next home will not be a single family owned, I will be renting.

More housing is the main solution to the housing crisis. Trying to control rental levels seems tricky and like it may place barriers for development. Similarly, below market housing is great, but if it becomes a barrier to development it hurts more than it helps.

Why would you allow rental housing to be re-developed into non-rental housing? Lack of affordable housing in this low-wage service-based economy is already a desperate situation, with people paying 60% of their income just for a roof! It's no wonder homelessness is on the rise!! Council needs to take a close look at airbnbs in 1 and 2 bedroom apts depleting the supply. Why is the city capping buildings at just 8 stories? There are areas where groups of 10 and 15 story buildings of only studio or 1 bedroom apartments would not have a negative impact and can house many lower-income workers and low-income seniors

yes i agree, there is also a shortage of rentals for single people or people without children. and my rental is quite expensive for a one bedroom apartment.

I'm very pleased that you realized that the housing market is not meeting long time residents needs. I grew up in the valley and it's becoming increasingly difficult and alarming that you either have to be very very well off. Or have 5 people sharing a home in order to afford it.. The landlords in this valley also need to step up and meet the needs of those who pay the rent. Ie building fences for privacy and safety, taking care of cosmetic and possibly dangerous under cared for buildings, also again we don't need a group of people from Vancouver hiring landlords here as if it's a job, housing should not be your source of income as many cannot afford it and it's a game unfairly paid by the rich

If only the city had the ability to make sure that families could rent an actual home. Not all families fit in an apartment.

I'm lucky to be a home owner and that my mortgage is well below what I'd be paying if I was renting the same house. Rental rates in the Comox Valley are ridiculous and housing prices are so inflated that new buyers can't get into the market. Adding more rentals isn't going to solve the problem if they're being rented at current rates.

Good policy. Existing homes with secondary suites are also a good option. I am confused about how "if rental housing is redeveloped into non-rental housing" how new rental housing can be provided elsewhere if the city aims to not have any future development expand the city's current borders.

Worthy goal, hard to achieve though.

Within walking distance to amenities please. Because to pay the high rent we won't be able to afford a car.

Good, again truly affordable

there is no clearly policy to improve the more rental house. it will fail.

Will the affordable housing amenity be consistent instead of being negotiated with Council as it currently is? It would be better if it was consistent. Currently, citizens feel that if Council negotiates an affordable housing amenity with a developer, the developer is getting the green light regardless of other issues that there may be with the development. The agreements are inconsistent.

Yes, of course we need more rental housing. We need all forms of housing though not just rentals and infill

with the cost of building materials, permits and labour, rentals will never be affordable. Why would I build a house to rent out below what the expenses would be?

I like the idea of more rental space, but I am concerned we could end up with homes like Santos owned and rented out. There will have to be bylaws in place that give more clout to deal with bad landlords/bad tenants alike. Not just the tenancy act, but municipal bylaws that allow the City to step in if there is a huge outcry from the surrounding residents.

Taller buildings must be allowed to provide economies of scale when building. The current public fight against tall residential buildings is counterproductive.

More rentals will allow housing for low income folks and greater diversity of housing overall.

Rental housing is desperately needed at all income levels. People below a living wage can no longer afford safe and secure housing.

Rental housing is so needed, yet how to provide this in such a way that the cost remains reasonable and stable will likely be the biggest challenge. It seems the people who can least afford rent are those who must rent and are the least able to accommodate fluctuations in costs.

Increased affordable rentals are a must within the City. More options need to be made available.

This is ambitious... not sure how you can prevent current landlords from doing reneviictions.

The market will continue to provide non-affordable housing and even 'below market' is insufficient. There needs to be control over profiting off of accommodation and this city caters to developers.

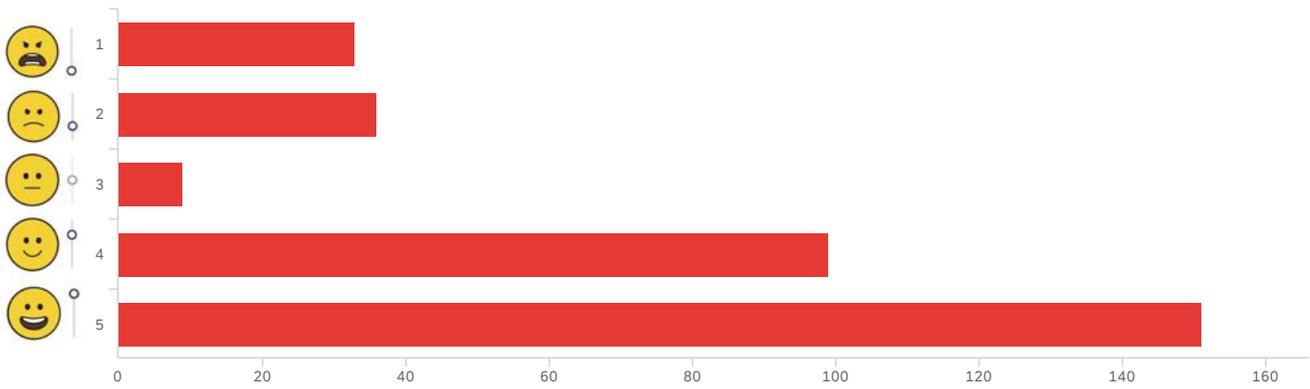
Rental properties are an important part of a growth plan.

Property tax waivers need to be "per unit", not a "minimum number per development", ie 10% of units are below market rate = 10% of property taxes are waived, not 4 rental units = 100% property tax waiver.

Rentals are needed - All very well but the large demographic of single renters in Courtenay cant afford rentals designed for double family income. This is discriminatory.

We are so desperate for more rentals and affordable housing.

6 - Homes for Those in Greatest Need Happy Face



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Homes for Those in Greatest Need Happy Face	1.00	5.00	3.91	1.35	1.82	328

#	Field	Choice Count
1	1	10.06% 33
2	2	10.98% 36
3	3	2.74% 9
4	4	30.18% 99
5	5	46.04% 151
		328

Showing rows 1 - 6 of 6

6 - Homes for Those in Greatest Need Comments

Homes for Those in Greatest Need Comments

It seems more efficient to concentrate the resources for the most vulnerable into an area that is accessible by all.

Those who face complex challenges deserve to be integrated within the entire community and shouldn't be segregated in specific areas of town. Diversity benefits is all.

Start by making things affordable and encourage family supports like church communities and well established school partnerships between parents and teachers.

I fully believe in supportive housing but you cannot tell me that is should be in every neighbourhood. Look at history and human nature. Like minded people naturally congregate together....it may not be in our mind how a happy wonderful community should look but it is what people do. Look at any big city.... all the immigrants seem congregate with their own kind because they want to. Same goes for all other types of people.

Absolutely agree with this. I would like to see supports and education for residents living near supportive housing so we can better understand the situation.

We must take care of our most vulnerable.

This is strongly needed. Homelessness is a serious problem especially in Courtenay.

As mentioned previously, this initiative is long overdue.

make sure there is the support in these residencies. programs and staffing to assist tenants. i think that is where The Junction has failed. or so i have heard

... i absolutely support more low income housing... and supportive housing... and the scattered subsidized housing model... for ALL people... i agree with the HOUSING FIRST philosophy and enactment of... which is about NO barriers to housing... not just low barriers to housing... from my perspective... Housing Choices For All... really should mean Housing Choices For ALL... because ALL would include housing ALL the people who are currently unhoused... not just some of them...

We have a large cluster of housing such as this in one area in Courtenay (near fifth street and pidcock). This is very important to provide;however, it is important to spread out types of supportive housing to other areas, such as Crown Isle, so we are not creating areas that are so heavily clustered with housing such as this.

It would be a great day when all Courtenay residents have a roof over their head. It is a sad blemish on our country that we don't protect and care for our most vulnerable.

Consider use of inclusionary zoning to ensure all residential developments have housing for those who are experiencing homelessness. Avoid placing all services for marginalized persons in a concentrated area, also ensure that there are efficient and frequent transit options for those who need to access the services.

Neighbourhood character - you want boring straight roads in new sub-divisions with high speed limits. Put social housing in proximity to services not spread all over.

How many of these initiatives are occurring in consultation with Indigenous people or being led by Indigenous people? I am concerned that if the City of Courtenay is exclusively in charge of creating and maintaining supportive housing, that the available services will not be culturally safe/supportive.

These should be near services so not "all neighbourhoods"

That type of housing should be kept in areas where it will not unduly influence house prices which people have worked hard to attain

This is important as they damage the environment and themselves if they have no homes. Letting developers decide what is needed by choosing what makes them the most money needs to slow down with more consideration to what will better serve the community.

An important addition to the OCP

No specific comment.

Not allowed in all neighborhoods. My child has grown up unable to ride his bike anywhere because it will be stolen. People cant leave things in their own yards. Its unacceptable.

Again, YES supportive housing should be allowed in ALL neighbourhoods! I am unsure of your wording "appropriate locations, neighbourhood character, proactive neighbourhood engagement" Are you referring to "NIMBY"? Housing for most, if not all residents regardless of their situations should fit in all neighbourhoods. We should not place people in large low income housing neighbourhoods! We should not be building slums! Most people want to better themselves and living in a slum will not help them. Intermixing into better neighbourhoods and given support from their neighbours can go a long way to help people break away from cycles found in some low income neighbourhoods.

I live near a group home for young people with mental health issues. For 3 years they played music very loudly during the day regularly. Calls to the bylaw officer did nothing. Another house nearby had several extremely loud young men renters who partied until all hours. Finally after 3 years the police cracked down on the partiers and they were evicted. They also must have spoken to the group home because at the same time the incessant loud rock music stopped there. Bylaw and police enforcement of good neighbour rules, when necessary, is key to keeping the peace when this integrated housing approach is used.

I like the idea of supportive housing in every neighbourhood and i hope that includes Crown Isle and other NIMBY neighbourhoods. The weight of supportive housing is too often lands is poorer less politically organized neighbourhoods. I'd really like to see more dispersed living arrangements over large facilities. Make it more like a neighbourhood.

While important to take care of those in need, middle class residents can no longer afford to buy a house in our community. We need direct initiatives to use new land to create neighbourhoods for the middle class workers.

some of these problems will be out of your control

Thank you.

Again a neutral response as this is a community need and something that must be addressed.

I know people need housing but they seem to burn them up and wreck it for many folks as then the whole building needs to be vacated and repairs made. Maybe built an institution instead. Riverview?

Homelessness, drug abuse and property crime seem to have risen steadily in the valley over the past few years. I don't know the answer to the problem, nor does any one it seems, but at least there's some kind of a plan in place.

This issue needs more funding directed at assessing who gets these homes, and mental suport for individuals in need..instead of just flooding the space with homes for anyone who applies. Knowing people that work at shelters and low I come facilities around the island it's clear that there is alot of drug and alcohol abuse in the facilities because there isnt really an enforced standard.

Agreed, and enough of them, not some 3+ year waiting list

AGAIN, my concern is Density.

Social services and affordable recreational programs are important for success.

we need supportive housing. All housing cannot be market based as the market is too high for low income people.

Nice words, but I don't believe you!

YES PLEASE!! If we can support our most vulnerable, the rest of our community will thrive.

I live in an area where there is supportive housing. It feels like supportive resources are being clustered in one area and the toll on my neighbourhood has been high. I'm not a NIMBY person but agree with your strategy to allow supporting house (and I hope services) in ALL neighbourhoods. I feel that will take the pressure off the downtown core and hopefully help more people.

Yes!

There is no need for the homeless to receive free shelter. The new generation hobos and hippies deserve nothing. The addicts and mentally challenged should be put in institutions (hospitals) to cure them if possible, if not to house them to keep them safe

Another move I'm pleasantly surprised to read of! People aren't typically homeless by choice!

If you required all developers to include a percentage of below market rentals in each apartment complex, you would accomplish your goals instead of trying to partner with non profits who have no money.

You must involve homeowners!! Don't just give lip service about changes.

I understand that some homeless people wish to stay outside. But all should be given the choice and an opportunity for shelter.

I agree with supportive houses for the challenged. However in our neighborhood, we have several facilities for these folks and I would prefer neighborhoods other than around Pidcock and 8th Streets to be strongly considered

Please define "appropriate locations", "neighbourhood character", and proactive neighbourhood engagement. These buzz words will make it impossible to build supportive housing. You must identify areas in the ocp that are appropriate and spell it out so people know before hand where supportive housing will go.

Must be coupled with appropriate treatment requirements that renters must meet (support service), as a condition of getting subsidized housing.

Absolutely, yes.

Like rentals, keep toward the city core only.

For some people in our society, the goal of independent living is out of reach until supports are put in place to help them manage the daily chores of living. To leave people who are addicted to street drugs, or who do not have the mental capabilities to provide for and care for themselves on the streets is beyond cruel. There needs to be acknowledgement that for some people, a group setting where basic living skills can be learned is required before they can live independently.

Definitely fully support and agreed it makes sense that locality to services should be part of the criteria for the build.

This is a really bad idea. Most of these people need professional help, not subsidized housing. Who will be managing these properties and who will be financially responsible for them? Why does the city believe it is the responsibility of Courtenay taxpayers to provide this service? What is the budget to provide these services and what is the financial liability to the taxpayers of Courtenay?

People living in tents, under bridges, in our parks, exposed to the elements of the weather is not acceptable.

I don't think people who abuse substances should have any greater priority for housing over the average citizen and also in reverse. I can understand people with physical or mental disabilities being taken into account for housing, but then again everyone should be taken into account the same because we are all equally important under the law. Many people do not have accessibility to housing they can afford for many reasons, it's not just because there isn't currently enough units right now. I don't think supportive housing is a bad idea for those who need it, but it's also no secret that some of the homeless and other people in town completely abuse systems like this and continue not to change for the better.

Data please? How big is the problem?

How many are in need in Courtenay? You provide no data - just refer me to another document.

YES! Housing for everyone.

Supportive housing and the appropriate services and interventions that are needed should be top priorities!

motherhood statement but would require a large monetary investment by the city

"Allowing" supportive housing doesn't make it happen. That whole paragraph is simply a string of wishful thinking and implementing it will be a can of worms.

I hope this works out and I hope they are planned in areas where these individuals can easily access the services they need as well as gain employment.

By providing homes and support for the homeless the community becomes a much better and safer place to live

Where will social housing be located? Who will pay? How will it be managed? You need to be explicit in how and who will pay for and manage social housing units.

More supportive housing is required in the Valley, this situation is not getting any better and deserves; and should be THE top priority issue for the City.

Again, more lofty goals. This is a major problem - also tied to the healthcare system, psych ward, detox etc. Is there the bodies/agencies available to provide these services? What measures are in place to prevent/intervene prior to the need of supportive housing?

What I've seen in this island is too much money being spent per capita on drug users and homeless people. Victoria had property damage, devaluing of homes in areas where they allowed tent cities. Why is that? Because the problems these people bring to the neighbourhoods. You move druggies into my area, and you impact my life and safety. I already need to avoid downtown... because it's not safe. Council has put the rights of dangerous people over mine. I'm NOT okay with that.

Yes to supportive housing! Just don't put all supportive housing into one neighbourhood. All areas of Courtenay should cradle the responsibility and come face to face with the realities. The argument that real estate is cheaper in certain areas and for that reason supportive housing must be built there. This is a self-perpetuating problem that leads to isolated income levels and lifestyles. Not a healthy outcome can come from this type of planning.

Yes, yes, yes.

Yes we need more supportive housing - staffed 24 hours a day. But that should be paid for provincially and federally- it has nothing to do with municipal spending

I support the need for housing for all these groups, but at present we need more housing for everybody. I see people in their late 20's and 30's still with their parents because there is nowhere for them to live. Perhaps it is time for council to say developers cannot develop single family dwellings in some areas but need to put in duplexes, multi-use buildings, townhouses, etc, making sure they are well designed and constructed, but also getting speedier approval

Must be a full inspection before client goes in to the residency. I think it should be a rule. All small things the inspector finds, must be fixed before client goes into residency.

Remember to plan all this by asking those who will be using these facilities what they need. A city planner in consultation with one person with a slight physical challenge is not going to produce adequate, appropriate housing for all those above mentioned needs.

Not sure this should be allowed in all neighborhoods. Consideration should be given to young children being exposed to substance use and safety

I love that you want to help these people, but what will happen with those who don't meet any of the above characteristics?

Agree.

This is a critical issue that is undermining the social and economic fabric of communities across the province. Housing first is one approach, however, supportive housing needs to be combined with better and more immediately available treatment options. Continue to lobby the province to provide a greater range of treatment options, and to stop downloading this problem to municipalities.

Services and support for the unhoused or marginalized populations are a priority for me - especially those who are seniors in need of support.

Housing without support resources for mental health and addiction recovery becomes slums

While I support the idea of helping the disadvantaged, I am more supportive of helping people who work hard and make good choices and still cannot afford housing.

I hope this becomes a reality, we need supportive housing now and hope that it does help the people who need it the most.

"Affordable" is a very loose first step for what supportive housing needs to be, and "affordable" is extremely relative.

You should have a plan for zero number of people without some form of home by a certain date. Set the date and meet it.

The more super the better but drugs need to be legalized to stop the underground drug trade and violence. I have a family member with a drug problem and simple recovery is not always the answer.

I think that crime and unsafe activities related to homelessness or extreme poverty could be reduced by reducing the suffering of the people who are living in those conditions. Providing housing and services to people who desperately need it can't be a bad thing.

Supportive housing only works if treatment is also available. It is only one part of the solution.

Yes, and we also need more services for people that are located near the lower income housing.

I could not find any data on the current state of homelessness in the OCP? I was referred to another document and I haven't had time to review. I need more time. Social housing is need and how will this be funded and sustained over time? How will this impact property taxes in Courtenay? Is the City going to build and manage these? Strats Property laws are very specific and these buildings are managed by the owners - and do you really think they want to take this on?? Think again.

How do you expect this to occur with current inflationary pressures and more regulations driving up home prices? You should be stripping out burdens, not adding.

"Appropriate locations, neighbourhood character, and proactive neighbourhood engagement" sounds a bit like NIMBYism. I'd like to see supportive housing throughout the valley and not just in "appropriate locations".....

This is important to work towards with a focus on removing shelters and warming centres away from economically important and sensitive areas like the Downtown Core and other retail corridors.

Fully agree. More affordable, dense housing that's convenient to get to/from work, not just more million dollar homes for a single family.

Supportive being the key word. The support systems need to be in place. They are essential and vast.

As a low income individual who along with my [REDACTED] son, would be homeless, if not for securing housing through the Comox Valley Transition Society, I think this issue is also a top priority. I also have several friends who are part time homeless (they rent at motels during the winter months, and van camp through the remainder of the year), so looking at ways to make vehicle living easier is also important.

Supportive housing is a good concept that does need to be advocated for, however in doing so great care needs to be taken in how it is managed! Many people who end up in supportive care do so as the result of some form of trauma (be it mental or physical) and as such are battling many "demons". If the desire is to see supportive housing spread throughout the community great care needs to be taken to ensure that this housing does not have a negative impact on the surrounding neighbourhood. As someone who has lived in close proximity to a know drug house that had numerous people with mental health and/or addiction issues I can tell you that it did have a profound negative impact on the neighbourhood! Also, I think that there needs to be acknowledgment that homelessness is an extremely complex issue and there are numerous reasons as to why people end up or choose to be homeless. I doubt that the matter can ever be completely resolved and in many cases the only real solution is to find reasonable ways to "manage" the matter.

Should be closer to hospitals and care facilities. This approach was taken in Victoria and it failed miserably. Spreading it out doesn't solve the problem.

Yes!! Thank you.

Would like to see supportive housing with services that address complex needs - severe mental health, brain injury, etc.

Put more supportive housing near crown isle

Folks in this situation need more than housing - they need medical and psychological support, often rehabilitation, possibly education and training, etc.. At best, the stated objective is overly simplistic.

We need affordable housing for people on disabilities!

I don't believe mental health and addiction can be rectified at the municipal level. Low cost housing perhaps

Supportive housing can be destructive to existing neighborhoods

It is important that concerns such as "neighbourhood character" not be used to allow wealthier neighbourhoods to veto supportive housing projects.

Better housing options for all will build better social equity for a healthier population.

The homelessness and substance abuse needs to be addressed. Other communities are sending their homeless up island. This is a truth from a very reliable source. That has to stop. It is not safe to walk in many places and I constantly fear of getting accosted. Our beautiful parks and walkways are being taken over by the homeless.

Supportive housing is essential.

No. Supportive housing is not the answer. Affordable rentals are.

Completely agree with this and this housing should be spread across many neighbourhoods in the city not all grouped together in one area. There is another category now that BC Housing is funding called complex housing and Courtenay needs this type of housing also for the people who cannot manage in supportive housing. Some people need supports to maintain housing initially and we need to make sure this type of housing is well supported.

Let's ensure we're lock step with the provincial government's promise to create more mental health and addiction facilities.

We created so many of these needs it's only right that we try to make up for the harm caused.

So many people are in need of a roof over their head. We need to ensure there is public consultation before going ahead.

This is so important! The supports are so needed.

Crime in our streets is at epic levels. Let's let more homeless set up camps so their friends can get in on the fun.

Not sure how I feel about this.....homeless, addicted, mentally ill people need supervision and HELP just to live healthy. Providing homes is not the answer, but providing staffed "group-home type facilities," is. Dare I say the word, "institution"?

And we need fully trained support staff to run it...maybe more funding for people to train in these fields?

Well-supervised supportive housing will be fiercely resisted (NIMBY) but is essential, and in larger quantity than often recognized. Thanks for recognizing this in the OCP.

Staff support is needed not just bricks and mortar

Much needed and long overdue.

We hear that there is a proposal to take parking away from downtown Courtenay and replace with supportive housing. Don't feel the centre of downtown if the right location.

This is a Provincial Government issue, leave to them and the various charities in town to sort out

We need to take care of our own while making it uninviting for folks from elsewhere to come here for a free ride. We can more than take care of our own but we can't take care of the rest of Canada's misfits thinking they will somehow fit in and be taken care of by our kind nature.

As previous and City should work in cooperation with other CV communities to assist in this regard.

This type of housing should be where transit availability they need to be close to services they require.

Homes and services - great!

I understand the need, however... where is the treatment availability for those with "substance use disorders"? Lets advocate for treatment. Concern is putting homeless and those with mental health or substance use disorder into family neighborhoods and near schools and childcare centres. This needs to be well thought out and planned.... not sure if current OCP does this.... or if city would take legitimate concerns of neighbours into account. I have negative rating as I have no confidence that this will be well thought out and planned with neighbours concerns addressed! I support affordable housing for families if they are well developed such as the habitat for humanity housing.

I live near Pidcock Shelter, The Junction and Kiwanis Village. YES to more supportive housing.

Who builds these? Maybe the City of Courtenay should be building this type of housing and they may realize how expensive and what a pain in the ass their building department really is

It is shameful that we have people who are unhoused. And critical the city take a leadership role in finding solutions to this significant challenges. It is of course related to people who are food insecure and who are living with use of substances that make their lives harder and unsafe

Supportive.

ok

put them all in Crown Isle. why should all the other neighbourhoods put up with all the crime that comes along with it. Downtown is bad enough. And look out the window from you office at City Hall. What a welcoming sight to see when coming into what used to be a beautiful downtown. It's no longer a safe place to be. I saw three people shooting up in the private parking lot at The Foam Shop and another one i. the private parking in front of Shoppers. We need rehab not free drugs

This sounds great, I also believe municipalities need to pressure the BC government to increase their funding for this as well, towns and cities shouldn't be left with the brunt of the work and costs.

Supportive housing does not belong in all neighbourhoods. These are people that need resources where they do not need to travel far and where help and management is close by. Supportive housing needs to be built with organizations that provide those services inhouse with easy walking distance to groceries and medical.

There must be balance if you provide services far above those of your neighbour communities the flow of people in need will flow from those communities to ours.

Not the municipal government role or mandate

YES! There needs to be so much more support for the people in Courtenay who are on the street or are struggling in other ways.

No comment

A community for all. And for all time.

Just commented on this on the previous page - It seems sometimes that people need a hospital/care facility to address their mental health - not just housing -

Affordable housing needs to be looked at with the services that are required to support the needs of the people. The city is relying too heavily on non-profits to support un-housed, addictions, and food security. It becomes a patch work of non-profits. Downtown businesses and houses are being un-equally effected by increase in crime. There needs to be a defined strategy for supportive service locations combined with housing types, and an increase in support for the local businesses and houses affected.

Much needed. More challenging to find the right location for supportive housing then below market housing "all neighbourhoods" may be a little resistive.

Providing supportive housing must go hand in hand with security and health measures for the residents in the area.

One likely needs more than housing to solve the problems of addiction and homelessness. If by supportive there are psychologists on call to assist with the mental health of the terminally depressed in these housing units great, otherwise its only money being thrown at the problem. The sea of shopping carts in town strewn about and ocean of needles and destruction to businesses speaks volume to the strategy of enablement of the issues to persist. Solve the drug problem with harsh enforcement on dealers and get doctors to work on the repairs.

Some vulnerable population groups are best supported with housing in areas not immediatley adjacent to other vulnerable groups such as children, schools, senior housing. Specifiially relating to personal safety. Please consider the well being of all groups, not prioritizing one group ahead of others.

Supportive housing must come with investment in mental health and addictions services, and must be centrally located around these services.

We cant afford to provide housing for everyone. Especially when that drags the value of other properties around these low income households down.

Neighborhood consultation!

Also for the working poor who just can't afford \$2000 a month for housing!!!

We are very happy with what Courtenay council are doing re homeless--the warming centre is a great place and we see people in there every time we go to donate coffee or whatever. Thanks you for making more beds at night also--you are doing your part.

we need a tiny home village or two

In full support but the province should be helping with this part, shouldn't be all up to the city

Make subsidized housing contingent to health program enrolment.

This should not need to be stated. Of course providing affordable housing to those most in need makes sense!

This is good, homelessness affects every member of the community negatively - I also believe that housing is a basic human right.

Having and unhoused population is an embarrassment in a country as wealthy as Canada.

I don't agree with this

Absolutely it makes the most sense for affordable housing to be mixed throughout the community.

Would like clarification on what 'proactive neighborhood engagement' means in the real world?

Spreading out the 'hard to house' ends up isolating these vulnerable populations and making service delivery very hard.

Yea and yes. Housing but also resources to support their needs. Housing is one of the elements but we need to acknowledge the support that people in need require.

All for supportive housing for the less fortunate. However can't just house ppl. Need to be staffed, residents should be involved in maintenance, cleanliness etc. Look @ the Warming Ctr. Garbage everywhere, open sales of stolen goods. Build & provide but there needs to be supervision & some level of expectations of residents..

Again, Habitat for Housing is a good resource for the City, in the way that they can make a community for disadvantaged families. I am in favour of suites in existing homes, and "small homes," carriage houses, converted garages, etc. Also, it is way past time that consideration is given to mental health issues of all kinds, including substance abuse disorders. These sufferers need ongoing support, as well as housing.

The most vulnerable among us have been forgotten too long. So glad to see further housing support coming

Neccessary, but difficult to provide. NIMBY

We need more supports that address the root cause of homelessness like addiction and mental health. I strongly support this!!

When the City added the Junction to an already very dense concentration of vulnerabilities (low income seniors- primarily women, drop-in shelter, recovery centre, youth housing) it became apparent that they had no concerns about appropriate community land use. Services need to be smaller and scattered.

Yyy

Who is going to service these supportive housing for those in need? We seem not even capable of looking after the people now who have mental needs. These cannot be built and be serviceable in a short time..

I could see nibyism being the greatest hurdle. My house was broken into and items stolen. The police said this type of housing is a magnet for crime. Whether true or not (need stats) attitudes and thoughts about this type of supportive housing will be hard to change.

Please!

similar comment as at the previous item

You should have been doing this 10 years ago. Everything the city does to deal with the COMPLETELY OUT OF CONTROL homelessness problems is always YEARS behind demand. And the NIMBY crowd opposes everything. Use eminent domain to seize their property and drive them out of town. We need way more supportive housing and a lot less entitled geezers who oppose ALL progress in the Valley.

This is good. Those who are opposed to it being in their neighborhood should not be taken seriously.

This is very important for a health society

I get that homeless people need homes but I'm worried about crime and drug use in and around the area

That would be awesome, if it were remotely true. Where are you going to get the staff for that? Try building in crown isle. Guaranteed you'll get a "not in my backyard" ... And council will bend ...and you'll end up with another junction.

Yes, needs to happen, but would need serious management and supervision so that individuals are not permitted to ruin the experience for other occupants.

Too much spent supporting people who don't want to work, out of control here, town is a mess.

How about more mental health services so that people in the greatest need might actually take advantage of housing? And what about tiny home communities?

Yes to more supportive housing for those with various challenges and I hope it is heavy on the "support" as this has been lacking province wide

yes this is a good thing. as noted above, proactive engagement will be essential.

Absolutely. And as the draft OCP states those populations require greater accessibility. Ensuring their residences are central or close to transit networks is important.

Yes please don't concentrate them in one area. This is an issue in my neighborhood. It is time for other neighbourhoods (and communities!! Comox!) to step up.

This is important with consideration for transportation in mind.

As you know a significant portion of the homeless are actually working poor. With other cities, Courtenay should encourage raising minimum wages over coming years at the same time that the stock of rental housing is increased to reduce rental rates. I have rented my house a couple of times over recent years and the market rental rates are wildly profitable, an effective market would offer far lower rents.

These individuals are part of our community and needed to be treated as such- not as an after thought.

I support helping the homeless. But not with a naïve perspective. Some will never be responsible tenants and the amount of tax dollars for repetitive renovations should not be unlimited. It is noble to be sympathetic and want to help everyone. But not everyone can, or will be helped and show respect for the property. It's like trying to claim that there isn't increased crime around shelters etc. Just be realistic when making these plans.

Have a roof over your head is as essential as have food in your belly.

Do more. Just straight up house the homeless. It's cheaper in the long run than social and medical expenses.

While I agree in principal with this it will only work if all communities in the Valley buy into it as well. Otherwise all that will happen is the creation of Have and Have Not communities.

No one should be homeless in Canada

Supportive housing is also a bandaid fix. We need to be ringing the alarm bells around the drug crisis that is occurring in this town, yet I see no one doing that. It would be great to get our homeless population housed & cared for, but until they have access to truly helpful resources (I'm talking far more than a warming centre) they will continue to wreak havoc on themselves and their community.

Care should be taken for crime levels and abuse of property that may accompany the areas where services are planning to be developed. A solid plan of action should first be made to combat these issues before approval.

more slum housing

Not just housing, but a support system.

yes. This is a huge issue here. We need to care for everyone in our community. I would also like to note that we can't allow for NIMBYism with this action, unhoused folks or those who are mentally ill or struggling with addiction shouldn't be shuttled and hidden away, it adds to the stigma.

More homes for everyone!

Take from the rich and give to the poor, this never works yet it's perpetually used, provide some incentives to get these people working, don't use my tax dollars for people not willing to work for it

Stop spending money on drugs and spaces to elope! Get married. Have a family to support you! Stay married and fight for your family! All of them! Encourage family supports, churches, counselling, and child care centres to support family dynamics. Discourage lawyers, separation and divorce culture. Build on our Best Resource! Our children! Spend money on it. Family homes, family spaces, family encouragement and help families thrive.

The city of Courtenay took maple pools to court, banned a homeless shelter from the downtown core, where many homeless people hang out. instead of wasting money on cop studies and surveys start doing something

I am not in favor of a welfare state, it only creates dependance. Find them jobs instead

I think these supportive houses are essential and should also be near the infrastructure that they require, with easy access to emergency medical, mental health, relevant therapy services and policing.

Everyone deserves a home.

One step in the right direction

Housing is a human right and should be available to everyone

The supportive housing that would have been up and operating for years by now in Courtenay was scuttled by a previous, spineless, dinosaur council. This is way past time.

Can you do a worse job then you are doing it now.

No. Do not mix affluent homes with addicts. It does not work. Less fortunate, with sound minds and willing to contribute to society should be able to have access to affordable housing.

Get as much built, in the quickest way possible.

Who is going to do all this: advocate, strengthen, explore, build capacity, identify, develop, seek, engage, implement, conduct.

Great! That's on you to build ...now where ?

This is an area where an appeal to the provincial government is in order. It's very difficult to survive on the streets of Williams Lake. Vulnerable populations will always be disproportionately drawn towards better climates and wealthy populations.

Need less crackhead this isn't in Campbell river and it's getting worse then there

Everyone - no matter what - deserves basic human decency and care. A place to live, jobs, food, and to feel cared for. This is not something that should be discussed. People need help, and you have the means to help them by simply building cheaper places to live. So do it.

I like the term supportive housing as it really speaks to the need that we have in the community to house those with issues that are currently excluding them from being housed. I say that all housing in the Comox Valley is affordable for someone. If we want to house everyone we need to subsidize it from other revenues (generally property taxes). Subsidized and supportive are better terms when talking about the difficult-to-house.

Absolutely we need to look after those who face all these challenges. The elephant in the room is homelessness due to poverty and the complete lack of affordable housing. \$1000 a month for a 1 bedroom is not affordable when there are bills and food on top!

i don't enjoy seeing people having to sleep outside

Again I'm very happy to hear this, as our city has a major homeless problem, and we all know that bigger cities send them to smaller outlying cities and it's not fair as maybe they had a safe place and help where they are and they do not understand what is happening or why. As such our community does not have the facilities or staff to care for and get them a safe place and the help they deserve

This needs to happen... but where are you going to put it? Maybe in the development corridor along Cliffe?

Supportive housing is not appropriate or a good fit for all neighborhoods. I understand the need for such housing, but this is definitely a NIMBY issue! I recently moved here from Nanaimo and have witnessed the conflict when the city is determining locations for supportive housing and the effect adjacent supportive housing has on crime, property value decline etc.

Again, worthy goal, but super hard to achieve as most folks prefer to live around people just like themselves and resist change.

Don't know I will explore this more thoroughly before I comment

The homeless situation isn't new. Let's stop studying the problem and deal with it. Truly affordable housing is needed desperately by people of all age groups

the policy was not clear. the City planning department has too much power to manipulate the policy.

This is a big demand for the comox valley and all of the homeless people deserve to have a warm, dry place to live to keep themselves and the community safe.

Yes absolutely, but it should not be forced on developers. Make it so it's buildable for sure but no need to force a percentage of units etc

don't put supportive housing in residential areas.

While I totally agree with housing for those with the greatest need, I think that the City has to be cognizant of the fact that some of the current locations need stronger support services. It is one thing to provide housing for individuals who seek it, but without the support services in place, it could end up being a bad situation. The City and stakeholders, RCMP, Mental Health, substance abuse workers, etc. need to sit at a common table and come up with a situation where it is financially stable, the support is put into place, and local residents are included as part of the stakeholder group. Not to be NIMBY's, but to encourage and learn what they can contribute in addition to the support services.

Greater opportunities for those with special housing needs - great!

I have witnessed some of the impacts of supportive housing in my own neighbourhood (The Junction). While I understand this housing is necessary, I agree that it should not be concentrated in one area with multiple other supportive/homeless facilities as has been done in ours.

It is becoming ever more clear that a concerted and proactive effort is needed to support those with complex needs and likely housing is only a small part of the solution. Support must be integrated into the overall needs and character of the community, i.e. having all the disadvantaged congregate in one area where only marginal support is given only creates another set of problems in that location and compromises public support for the effort, e.g. issues around downtown warming centre.

More options for supportive housing, warming centres and cooling centres as well as staff who can assist.

We cannot ignore the opioid crisis and the issue of homelessness. This will be challenging for the NIMBY crowd. Hopefully a safe supply of narcotics will ease the pressure causing people to engage in thefts to pay for toxic drugs.

This is far too general. If it results in mega-density of micro-suites it will be a disaster. The question should be 'how' not if - what type of accommodation. No mention of seniors, especially those on fixed/limited income

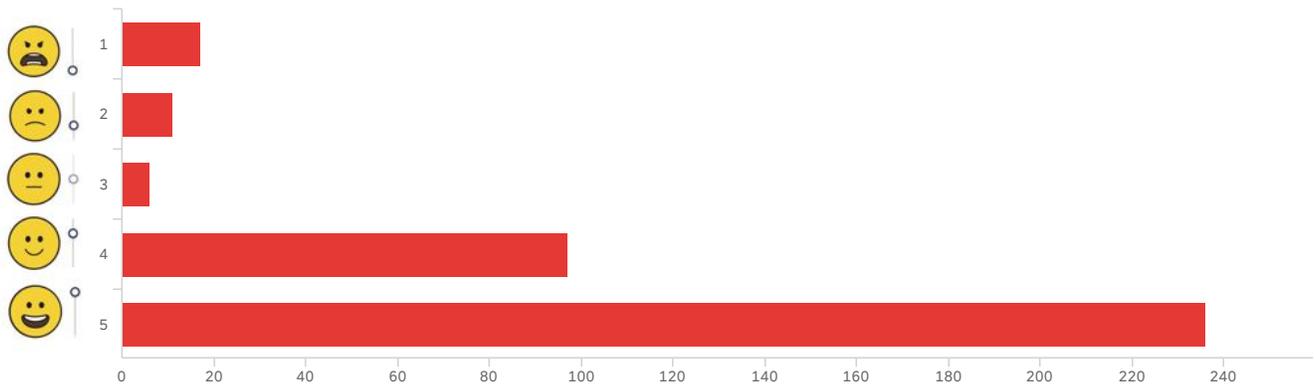
The issues listed above are societal issues that no neighbourhood can simply ignore. All housing needs should be incorporated near the services the residents require, be that social services, grocery stores, etc. since for these citizens, transportation is also a key issue.

Supportive housing needs to be for the working poor, seniors and PWDs, not addicts or the unhousable.

Housing for those in need is important but you cant divide housing into just 2 categories of, 1) double income well off and 2) Poor. Most of us fall in between those two extremes including the large demographics of seniors and single income households. So many island communities are horribly split into neighbourhoods for the rich and neighbourhoods for the poor with nothing in between.

We need more supportive housing to maintain a thriving community.

7 - Green Networks Happy Face



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Green Networks Happy Face	1.00	5.00	4.43	1.01	1.01	367

#	Field	Choice Count
1	1	4.63% 17
2	2	3.00% 11
3	3	1.63% 6
4	4	26.43% 97
5	5	64.31% 236
		367

Showing rows 1 - 6 of 6

7 - Green Networks Comments

Green Networks Comments

yes, if these Greenways are kept clean.

Green is good and necessary to grow and reach our community goals.

Look around. There are parks on every corner. The whole area sound us is trees and trails. Stop wasting tax payers money on studies and parks we have to pay to maintain.

The city is extremely commutative and should build more biking and green corridors for alternate routes in supporting healthy living

Trails and parkways always add to a community.

Critical to our emotional and physical wellbeing.

More green spaces and trail connections will make the city a better place to live

Making it easier to enjoy the outdoors and appreciate nature is a huge step toward enhancing mental health-especially post-pandemic.

I love me a good nature bike ride or walk!

Love it! I'd like to walk and ride my bike safely to as many places as possible.

I would like to see re-wilding of areas and habitat restoration and preservation for insects, birds and wildlife. As well, paths and trails should be of porous ground cover, with areas that slow the flow of water and encourage absorption into the groundwater/water table. Plantings should be native plants and pollinator-friendly.

While these areas can be part of the transportation system, considering them as a primary travel corridor is the equivalent of considering a dirt road a highway for cars. Every mode of travel needs to be able to connect quickly and efficiently to the destinations of their choice, users of active modes or transit shouldn't have to go to a second choice destination due to lack of connectivity.

I one hundred percent believe in naturally caring for our land and providing as much green space within city centres as possible. However, many of your suggested policies seem either hypocritical or exclusive of the general populations input and involvement.

I'm a working mother - just so I understand what you are planning. You want me to walk my kids to school - 30 minutes there and back. Then you want me to walk or cycle to work in my work clothes. Then you want me to work all day. Then cycle home. Check on my kids. Then cycle to get the groceries and cycle home carrying my groceries and make dinner.... I'll tell you what - you try my life for a week under this scenario and I'll sit and talk and create all sorts of barriers to to make life hell for women. Your plan does not recognize the reality of life for most women. I will use my car to manage my life. I'll walk and cycle for relaxation and exercise. Do try to engineer my life. That's what China and Russia do!

Living in this city without a vehicle is really, really challenging. I'm really excited we are moving in the direction of making this city easier to walk, cycle, and take transit in.

Would be happier with this if it included a couple of dog parks

active community needs places to move

Sounds fine, but seeing a large part of undeveloped land in the northern area of the City boundary flagged as "Future Growth" on the OCP land use map seems incongruous with this direction. Priority should be to protect all existing green spaces, perhaps to the chagrin of the development ambitions of those who own large land parcels in this area.

Watershed planning and connectivity corridors should be cross jurisdictional and include the Village of Cumberland, CVRD and the Town of Comox. We need regional parks and greenways planning so that the various assets inter-connect and one jurisdiction doesn't ruin the next jurisdiction's natural assets.

The Coastal Douglas-fir Conservation Partnership (CDFCP) supports policy NE1 – NE 31. Specifically; • enabling the establishment of a Conservation Fund (NE6), • that development in Environmentally Sensitive Areas (ESAs) is prohibited (NE25). • introducing the need to monitor compliance and other legal requirements such as covenants protecting sensitive ecosystems (NE7), • the use of density bonus and/or allowing the calculation of density on the whole land parcel to encourage clustering for increased nature protection (including Environmentally Sensitive Areas) and restoration (NE27), • continuing to regulate tree removal, and ensure replacement, using the Tree Protection and Management Bylaw (NE22), • the use of an Environmental Development Permit Area to protect riparian, estuarine, terrestrial habitat (including older second growth forest), species at risk and ecosystem connectivity (NE31 + DPA 4). • establish ecosystem connectivity corridors to preserve and restore long-term connectivity between sensitive ecosystems (NE3); • establishing a Biodiversity and Green Infrastructure Network Strategy (NE9), • implement the Urban Forest Strategy Plan (NE24). NE9 and Action 10 relate to the development of a Biodiversity and Green Infrastructure Network Strategy, however, the wording does not state that it should be 'implemented', as stated for the Urban Forest Strategy Plan (NE24). It is understood that the Biodiversity Strategy has not been drafted but it would be a missed opportunity not to state in the OCP, 'produce' and 'implement'. It is considered that Policy NE26, Map F-6 Aquatic Environmentally Sensitive Areas and Map F-7 Terrestrial Environmentally Sensitive Areas are important tools for the protection of biodiversity within an urban setting. The retention and re-establishment of habitat linkages will be necessary if the biodiversity value of the green spaces / natural areas within the City of Courtenay boundary are to be maximized. NE26 makes it the responsibility of the local government and developers to achieve this outcome. It is considered that this approach will be required if connective linkage are to be established on public and private land. The CDFCP supports the integration of natural assets into the City's Asset Management Plan so that built and natural assets are managed and maintained collectively (MI2 & 3). It also supports the intention that natural assets can help alleviate problems caused by climate change while also providing biodiversity, recreational and cultural benefits (MI1). The CDFCP supports the development of guidelines for park acquisition and that park dedication must occur in the first phase of multi staged development (PR8). PR1 (Map F-9) indicates the establishment of greenways to encourage access to parks and greenspace. Some of these greenways pass through sensitive natural areas (estuary habitat). It is recommended that the OCP stipulates that the construction of infrastructure in these areas is avoided where practicable and keep to a minimum if essential.

The City has been slow to develop separated cycling lanes which are going to be needed if you want the average citizen to consider biking rather than driving.

No more losing car space for bike lanes while the population balloons. Nothing is done about flow of traffic.

Another great idea. To reach this goal you are going to have to keep every bit of city owned land and collect much more than you do now when you approve development! Thank you to Ducks Unlimited, Ruth Masters, the McPhees and many others!

I consider this a very important part of the OCP

I, and almost every Courtenay resident I know, greatly appreciates the proximity of greenways, parks, trails and natural areas for space for wildlife, recreation, commuting and connectivity.

The Riverway Walkway is one of my favourite places to walk. We need more of these spaces.

Green corridors from satellite neighbourhoods into town would be ideal. We need those satellite neighbourhoods and not the overabundance of uninhabited land surrounding town.

Love it

Outdoor cats are having a large impact on native biodiversity loss (specifically song birds and native mice/shrew populations). Additionally, dogs that are off-leash that chase birds or other wildlife are also a problem. It would be important to consider strategies to prevent free roaming pets. It's important to minimize recreational use in areas that are sensitive (e.g., breeding locations, rare ecological communities, locations where there are rare species, etc.).

If we create beautiful, safe spaces for people within their neighbourhoods, getting outside, walking and biking more, will be an easy choice to make. That's what is needed: making it easy to do and be better.

I walk and cycle around town and find that the commuting trails are not quite wide enough for all who travel on them. I love the idea of connecting more people with nature within the city.

The concept is excellent. However, I have 2 comments. 1) I live on the [REDACTED]. There are no trees on [REDACTED]. I contacted the city about the possibility of planting some suitable trees on the part of the street by our house. I was informed that was not possible because of "possible tree liabilities" although trees were being planted in new developments. What about the more established areas where significant tree removal took place in the past? 2) An amenable neighbourhood also includes sympathetic lighting. Last year the streetlights were replaced to be more energy efficient. However, in doing so, the new lights are far too bright. They might be appropriate in a high-traffic situation but not in an area where there is only the bare minimum of traffic. The effect is people always have a bright light shining into their residences and yards, disrupting sleep and outdoor activities. Research is also showing that too much bright light is detrimental to wildlife, such as birds and insects. There are alternatives, such as timed lighting and motion detecting lighting, which support safety while reducing light pollution.

Greenways and bike/walk critical and will become more so IMO Love what the city has done so far. They are like mental and physical life savers for all.

Excellent! That makes me happy to hear. The value of green spaces to not just the planet but the people living on it cannot be understated.

Green space is always a great idea and one of the reasons the Valley is so enjoyable.

Definitely needed throughout all areas of the city. Plus as part of any new development green spaces and networks must be included. A vibrant, healthy city needs a vision and forward thinking plans and actions.

Yes! Keep green space and parks everywhere!! INCLUDE More Dog Parks!!!

more natural areas are necessary as the population grows. use of transportation corridors should be respectful of natural areas.

The state of bike lanes in this town is chaotic besides the rotary trail and the river side trail. I prefer to walk or bike wherever I can, so I am in huge support of more trails and bike lanes. Though if it is at the expense of conserving wild spaces, I would take conservation over habitat fragmentation!

I'm neutral on this. I am happy to hear about additional greenspace but concerned about the safety of those accessing the existing spaces. I have encountered uncomfortable and unsafe situation while using the walkway to the airpark and the rotary rail trail. I can honestly say I access these resource FAR less often than I once did for safety reasons. Adding more greenspace without ensuring safety in those (and existing) spaces isn't to the advantage of our community.

Yes. Getting to those safe spaces on a bike? Not always safe.

Batteries, solar panels, wind turbines are expensive and create a huge recycle expense. Gas and oil are essential to our lives for generations. My great grandchildren and theirs will be using fossil fuels forever. How to you make peddle bikes and electric cars without fossil fuels??

I would love to see the trail network from Comox Lake, linked to the Courtenay River Greenway! There are unofficial trails spanning at least half of it, and although this would be a long term goal, I believe it would add an incredible Greenway to the valley making it a more liveable and more interesting community! The Puntledge River is right around 21km to the airpark, imagine a half marathon held along the river, and continued towards Union Bay for the full 42km?!

I see nothing about restoring the old Field sawmill site back to nature. Yes that is currently in progress, but the objectives and goals are very general. How are you going to measure progress without specific projects?

The more the better on this subject.

Natural corridors are good. But attention should be given to reducing impact on nature, for example, changing intrusive street lighting in residential areas.

Along with these developments, landscaping with native plants and available food for wildlife to be implemented

I am for trails and connectivity within our communities

More habitat spaces are wonderful, hopefully we can continue to manage and maintain these to a high standard; an influx of folks traveling through does not often lend itself to a high degree of care or consideration for the land.

Crucial. We need to start here, get that green space network hardwired in. I live near the airport, and use the walkway two to three times a day. It's a jewel. And of course during COVID, the walkway seems to have become even busier than it was before, as people seek peaceful and beautiful places to be outside without having to drive tens of kilometres to find that. Cities with green spaces have happier citizens. And if those spaces have protected areas/covered areas, we won't lose one of the great things about COVID, an increased number of outdoor patios at restaurants. I like the idea of outdoor events, going to places that are protected, but not stifled by central heating.

this is a high importance value to me

This is an excellent idea and one that has not happened in Crown Isle. Although the Golf Course is beautiful, the paths are not designed for people to walk on them due to the danger of them getting hit by golf balls. There is only one path in Crown Isle that is not on the streets. More paths need to be constructed to connect various parts of Crown Isle & to make accessing grocery stores, etc., more direct by walking or biking.

Yes for sure, green nature spaces for walking, cycling, and other active ways of getting around to key areas. And ensuring proper lighting for dusk/dawn window times for those utilizing the pathways to and from their destinations/work.

Courtenay already has abundant green space and parks. I see this as an opportunity for Courtenay to justify spending more tax dollars on unused bicycle lanes.

If humans do not live near nature and have access to the ever changing biodiversity of the seasons we cannot appreciate how we must all live together in harmony.

Would love another bridge for bicycles and pedestrians

Not a priority.

How much can we afford? Our taxes are high enough!

YES! Also, bike lanes connecting Comox, Courtenay and Cumberland. I know this is likely under CVRD, not city of courtenay, but worth mentioning :)

Unfortunately, due to the lack of safety, I can no longer access many of the existing green spaces in and around downtown Courtenay. Walking from Simms Park to Royston used to be a treasure trove of natural beauty. The same can be said for the Rotary Trail along the railroad tracks. Sadly, that is no longer the case. Not only are they unsafe but there is garbage everywhere. It's one thing to say they are important and it is yet another to provide the funding that would keep them clean and safe.

Nice statement. If it is true then these areas should be shown on the OCP maps. The City knows where the areas are. I believe that in leaving them off the maps the Planning department would return to their same old destructive path in the name of development.

Great thought! How will it happen in existing neighbourhoods?

Stronger language is needed for this in the OCP. Stop the language re: riparian areas, etc. "when possible." The language is weak and developers will take advantage of this by continuing to rape the land. Please, strengthen the language for nature and biodiversity in terms of development.

Proper path networks separated from vehicle traffic through the entire city and connecting with our neighboring communities are essential to provide options for greener transportation.

Getting out into nature has huge mental and physical health benefits and making it convenient encourages more people to participate

Council is spending \$23M on bike paths - That equates to almost a \$766 per person based on a population of 30,000. This is an outrageous amount when there are plenty of forests available for walking. The plan is so convoluted - 200+ pages plus all the supplemental plans. Need much more time to analyze.

Great idea.

This has been visible over the past few years. Connecting all the trails now would be a nice finish.

Nature needs not only protecting, but remediation in Courtenay. THIS is where I'd want to see my tax dollars go. But it can't be just lip service and shoddy planning. Like how the bridge took way longer than it should have - what cost to taxpayers and businesses in the area?! - and they couldn't even get the colour green right. Shoddy planning and execution. That's what I'm worried about here.... That same carelessness and lack of project management. If I felt this section would be carried out with better professionalism, I would have rated it as making me much happier.

Safe green spaces in neighbourhoods will give those without transportation to go far will provide places for them to be in nature close to home.

Again, we all love nature - but the city has already got lots of great green spaces to enjoy the world around us. Not everyone rides a bike. In fact probably less than 20% do - so start spending for the 80% instead of the fringe group who cries the most.

We really need wider roads and more bike lanes. With our growth we have not kept pace with our roads. It would be nice to see more walking trails. Finish the Courtenay to Royston trail.

I hope a safer routes with walls or something to prevent cars from hitting you. It be nice to feel safe walking, or riding on the Dyke road.

Need lots of trees over walkways to keep walkers cool with increasing climate change. More shade everywhere!

Habitat spaces, nature corridors, sidewalks and bicycle lanes are great ways to make Courtenay a desirable place to live. This improves the quality of life and mental well-being of all citizens.

I support the cities efforts to reduce the damage our society inflicts on the environment and to create a better place for everyone to live in. Thank you for parks, green spaces, alternate transportation and better building methods as well as your other initiatives. Please also consider an item that effects us all as well as the environment; noise. I've attached a recent UN report that indicates noise is a major environmental concern. It's a tricky one to deal with but we have to start considering it now, with small but determined steps towards the objective. We've all heard it; for example the modified vehicle start up in Comox and then we can follow it's progress as it drives around the bay and heads to Royston, or the 2 motor bikes on fifth, that start up their engines and the noise reverberating between the building makes you think your going to loose an eardrum. This significantly affects the quality of our lives and wellbeing of our environment. <https://www.unep.org/resources/frontiers-2022-noise-blazes-and-mismatches>
<https://www.thewhig.com/news/council-asks-province-to-stop-sales-of-disturbing-after-market-car-mufflers>

Agree 100%

This is one of the things Courtenay does best - connected greenways and active transportation. This is crucial for supporting environmental goals and for creating a vibrant and healthy community. I support all efforts to continue to expand the greenways network and active transportation routes. It is important to work with the Town of Comox, Cumberland, the CVRD and MOTI as there are some significant gaps that seem to fall into a jurisdictional hole. These include Ryan Rd, Back Rd, Lazo Rd, Comox Rd, the 19A 'Bypass', Anderton Rd are a few that come to mind as major connectors that have poor active transportation infrastructure. I hope to see the Valley partners work together to address these gaps.

Make this a bike and walking friendly place to live. Get people out of cars- make it harder to use cars and easier to use bikes and walk.

Better environmental efforts are good, but it can always be more. And for our location, more in excess is better than half measures.

Parks should all be designed to encourage people (and I suppose their dogs) to use them. I live next to a small park between [REDACTED] which is poorly maintained and provides no real access or purpose. You just mow around the edge. Only partying schoolchildren have hacked themselves an area in the middle.

Thank you for this but the infil is sad as there is so little green space surrounding new homes.

Lofty goal, too bad the administration and council do not have a focused leadership on providing active transportation routes in a timely manner to go along with the green spaces.

More plants! More nature! More health! Yes please.

Good, but please work on separation of pedestrians and bikes.

More bike routes would be great

I would welcome real corridors where pedestrians and cyclists are separated from car traffic. Can't see that the current OCP is going there.

This is ideal AND please don't cut down trees to create green corridors.

More playgrounds in local communities. Pinewood park has dozens of young children around and it's a boring empty field. More Playground and community gardens would be great.

Everyone loves green space - but how does it impact building lots? We need more not less and the whole Valley is green. Also - I'm an older woman - and I enjoy walking - but do not try to force me to walk, bike, I need my car. And I need somewhere to park it.

This stuff is nice to have. The question is, is it affordable?

This is great! I hope actual green spaces are included (ie: trails through wooded areas) and not just manicured lawn parks which might as well be parking lots for how diverse the natural life is within them. We have plenty of such parks already. Also, a lot of parks/playgrounds don't have a lot of shaded areas provided by trees - we often end up at Lewis Park because of the trees there. Especially if we are going to have 40 degree summers in the future, trees provide better shade than man-made shelters.

Yes, we need safe places to use active transportation. Please consider the current bike/walking path on the Courtenay Riverway from Central Builders to the Airpark and beyond has several areas that citizens avoid due to feeling unsafe. This needs to be addressed if we want to see more bikes, family strollers and walking in our community.

Fully agree, it is important to do whatever we can to maintain existing green spaces because we know that trying to recreate them from scratch by planting trees does not create a biodiverse space. Where we do not have green spaces, we need to focus on revitalizing those areas. This provides shade, air quality, mental health, and climate benefits.

Lovely, but again, these green spaces need to be kept open to the community (and why we need more people owning and renting in the downtown core). It's important not to let these wooded, green spaces be taken over by tent cities.

I am aware that a plot of riverside land between Fitzgerald and Menzies, behind the homes on 3rd Street was gifted to the city. As a resident of the area, this area would be greatly appreciated by local residents to use to connect with nature. I would ask that turning it into a park within the next 2 years be a priority.

I am very supportive of this! The more corridors that can be effectively created will enhance the ease of travelling around the community via non-motorized means!

Also cool the streets down with tall trees. Embrace diversity

It's great you're planning for more non vehicle transportation. But i think expanding parking downtown is still necessary

Yes! As a bike commuter this is very important to me. Good for environmental and human health. All the stars on this one!!!

Questionable ecological value.

We live in a beautiful area with nature around us. This initiative will enhance health and well being and encourage physical activity for all its citizens!

More green space please

Wonderful idea. This idea is what makes Courteney great.

Good plan

We have a lot of back tracking to do for ill thought out developments of the past century.

This makes e very happy but again these spaces need to be controlled or policed so it is safe to use them. Courtenay no longer feels like a safe community

Yes, please keep greenspaces.

Love the idea of green corridors and think they need to be accessible for everyone so need to include accessibility consultations at the beginning of the design of the corridors. We need universal design for public spaces so everyone can use them safely and together. There are some great examples in Scandinavian countries.

Green space yes bike lanes no 🙄

Great goal. Let's preserve what we love about living here.

Exposure to natural light, exercising, and being in nature is so good for mental health. If we had valued these things more highly for the last 50 years maybe we wouldn't have so many mental health challenges.

There is a definite lack of sidewalks and safe biking options. Ryan Road desperately needs both. We also need many more trees to help beautify areas like lower Ryan Road and up to Crown Isle area

Great! But no more bike lanes on the roads.

Net result is more taxes. More city red tape and costs that don't help average businesses and increase costs for the average home owner or renter.

Much to say here. I especially like p142 Policies MI 14 & 15, especially part b & c. Did you get that from me?? Ha! **Riparian Areas are our most important green infrastructure. They must be STRONGLY DEFENDED every time there is a conflict with other policies or pressures! **MI 23 consider incentives to builders for adding solar panels. Consider a public education program and also creative ways to incentivize building owners and homeowners to install panels. Parks: P133 PR 22 add a pedestrian/cycling bridge over Morrison Creek at Arden Road (and stay out of the floodplain here!) Please add Morrison Creek to Map F-6!!!

Yes! Anything to help the environment, get people out walking and cycling, in nature, is good. BUT, we need to maintain these areas to be SAFE for citizens to venture out in. It is not always a safe place to go walking along the rotary trail near the recovery house, train station, etc.

More bike lanes!! Especially up Ryan Rd! It's impossible to safely go from Courtenay to the base, airport or ferry by bike.

Very important

Planting more trees in the downtown core is extremely important.

The Morrison and Masters legacies are at risk from overuse. Please be careful about opening wild green spaces to heavy recreational use such as frisbee golf and bike trails.

Will we ever get the old E&N railway as a great green transportation link and green corridor?

Sounds wonderful -- the perfect direction. However, speed of implementation is a whole other issue.

We walk every day and love all the pathways, there can never be to many..

Nice

I am all for ditching the car and a huge advocate of walking as a form of transportation.

This development should be a continued strong focus. Linking the new Sixth St. Bridge to a level walkway adjoining the Courtenay River Walkway at 11th St. should be high priority.

Please do not repeat what was done with biking lane to no where down town. Biking should be in residential area not main roads

Especially improved cycling networks that don't interfere with walkers - as is often the case on the river walkway.

YEAH.. looking forward to McPhee Meadows being open Keep it's sense of pristine nature. (don't turn it into a manicured park)

Green spaces is great! however this town is not set up to be riding bikes or walking everywhere also not everyone is going to ride a bike when they can drive their car

there is increasing evidence that being in nature makes us happier and healthier - our community should be in nature!

I like the objective but currently the city falls short on this count in my neighborhood, with only narrow pathways in parks and no large treed areas protected into the future. In fact, in our area where there is a substantial stand of second growth trees intact these have been overlaid with industrial zoning, even though this is also an ESA! Not sure of logic here, but very disappointing development if this gets implemented. We need some nature spaces and the wildlife does too!

Good

This would be nice as long as the homeless don't take the parks and pathways like along the Riverway Walkway, the tracks and Bill Moore Park. I used to ride or walk in all those areas but I will never do that now. Too unsafe. I still walk at the air park but always have somebody with me now.

More trails and parks within town sounds awesome. A funding system for parks all across the Comox valley would be great

You cannot go wrong with more green space! Especially when using it to connect neighbourhoods!

Yes, yes, yes. I commute by bike around town and usually walk to my closest supermarket. I love the concept of the 15 min city.

An important feature of a Green Community aspiration is to reflect the commitment in tangible ways by displaying it in every possible way- at school sites, community gardens, connectivity in biking and walking routes, expanding the Urban Tree program, rainwater catchment, reducing concrete surfaces

Super important! and leave the trees! People having safe access to green space and nature in their lives -

Agreed! Living in Victoria for awhile, I loved the dead-end streets that allowed bikes to go through. This would be a great addition to the the downtown Courtenay area. Also our streets are so wide and void of trees. Tying into asset management, when it is time for re-paving, narrowing the streets and planting trees would be great, saving on the cost of asphalt and greening the streets.

I really support a walking cycling connection between West and East Courtenay that avoids the Ryan Road intersection. If Cliffe avenue is going to be a Primary Growth area how can it be made to be more pedestrian friendly?

While this is a nice prospect, the homelessness and destruction being caused by addicts to the community would be a priority. Without that these nice greenways would just amount to another very nice camping area.

As long as these areas are well regulated, regularly monitored, protected and remain safe and free of homeless camps. So many beautiful areas now unsafe to walk in for fear of assault, robbery, exposure to drugs and drug paraphernalia.

We could definitely use more multi-use trails that are easily accessible from the city without needing to drive to them.

Total waste of taxpayer funds especially because upkeep of these trails will be constant.

For goddess sakes, get the band to allow construction of a bicycle lane from the Condensory bridge to the One Spot trail. How bloody short sighted was that sewer hookup agreement!!!

Yes. Yes and yes.

We love walking on trails /pathways in Courtenay and we walk the airport trail down past Millard creek at least twice a week. Love the new extension and look forward to you finding how to continue it on--Will be so good when it eventually meets up with the Royston 1K one..

work with Comox Valley Land Trust to preserve and protect all remaining green space in perpetuity

Can't be too green, plus keeps the heat down in summer and absorbs rainwater. Think we actually need to get rid of some pavement if possible, it's just so hot and it's ugly.

Great idea, be sure to include separate bicycle lanes.

Green spaces are necessary for the health of the planet and every living thing on it!

This is great, many people move to Courtenay for its access to beautiful nature and green spaces! One point would be on the upkeep of the parks and trails. For example, around Bill Moore park and the railway trail I see large amount of discarded camping equipment (tied into housing issues) - these spaces have the potential to be amazing assets to the neighbourhood.

Ecologically critical. I am interested in how you will interpret the green network map from a practical point of view in evaluating development permits. I didn't see any specifics in the OCP.

I love this idea. I think east Courtenay needs to be better connected in a safe way to the downtown corridor and the river way.

I am supportive of all these ideas but this is the one I can get behind the most. Making all spaces feel more human by including more nature works on so many levels to heal and nurture the citizens of this community. When I think about the areas of the city I like the least and dislike being in, it is the ones dominated by cars and void of nature - Ryn road hill and the area below and above it. Cliff Ave. It would be wonderful to have more safe, beautiful, connected bike and walking paths. The air park is lovely but we could do even more with it and do some more maintenance of it

As an avid biker, we need a lot more safe bike routes in Courtenay and in the surrounding area.

Easy access to green space for everyone is vital for wellbeing

Many good areas BUT I think you can do better than 300 trees per year. How about 3000? Give land owners a credit for purchasing a native tree from a nursery - this has been done in the USA.

More cycling paths between Courtenay, comox and Cumberland. Although it's not far it is not convenient to commute by bike in the valley

Yes. Love Seal Bay, One spot etc. Will only walk Airpark in broad Daylight with someone else.

What are you going to do about electric bikes and other motorized vehicles on pathways and trails?

In particular, would love to see the old rail line converted from Union Bay to Courtenay into a mixed use walking and cycling path!

Wonderful to be able to walk safely every day for work and play.

I love what you've done on 5th street! Should be extended to the rest of the city and the rest of 5th street! Prioritize corridors with active transportation networks and limit impervious surfaces where possible. Will help to become more resilient next time we have a heat dome

More greenspace and trails connecting neighborhoods are needed...not parks as they attract tent cities.

The parks need to re-examined. They are outdated and under utilized for recreation.

yes please to more connected trails

I applaud this focus on green areas. Though im not sure how the issue of 'corridors of crime' can be addressed. I do know many people that will not partake in a beautiful walk in many areas due to the perception that these areas are unsafe due to homelessness in these areas. The riverwalk right behind City Hall is a good example.

Love it!

I LOVE THIS!!!!!!!!!!!!!!

fully in support. Adding a pedestrian/bike only bridge would be a great asset. conversion of former rail lines to bike/walking path should be considered

This is important, but the need to create more density, more supportive housing and more housing stock is about 3000 times more important

No notes.

Yep sounds good

Yes. Love the existing paths, but there should be many more nice asphalt multi use paths created so that people can go for extended walks throughout the community. Such a nice experience to go out for dinner or drinks on foot. Healthy fresh air and it reduces drinking and driving. Should be as many trees as possible added to all pathways and edges of parklands and fields. Along with the reduction in combustion engines this would add to freshening the air in our neighbourhoods.

Very important to have publicly accessible and connected green space throughout our city. How is it that Crown Isle can take up such a large block of core city space with such minimal accessible green space?

I want to see a CLEAR tree policy (recommendations on which trees are best, where and why, how many, etc). Let's challenge ourselves to achieve a 50% urban canopy. Between civic spaces, roadways, private residences, and even commercial/industrial; we need to start this ASAP to actually make a difference. Start with Cliffe, Fitzpatrick and Kilpatrick. I think there are already plans for Willemar

Given the trend to snowier winters and the recent ruling from the Supreme Court of BC ruling that the city is responsible for sidewalk cleaning, are there provisions for the added expense of keeping this vast net work of sidewalks open.

Need to work on this, many roads not safe to bike, upper Lake Trail, Condensory,

This is a very good idea, but please don't make walk-ways through green areas all about cement. Cement actually increase the carbon footprint AND it actually is not easy for some people to walk on it. Stick with green-way walk-ways through most areas.

Green space is very important as is protecting that which is remaining.

yes this is very good. connectivity in the network is important. connections to local services is also important. i love the rotary trail for instance but it just ends in the middle of nowhere!

This chapter of the OCP is very informative, however, I do not see these principals reflected in the draft OCP Land Use map. I feel allocation of parks and recreations, wildlife corridors and greenways could be improved greatly to ensure all future development works towards this goal. At the moment wildlife corridors are primarily around the periphery of the City. They should be included within more urban/built up areas as well.

Good for people and wildlife. Please maintain protect and grow our wild areas.

Yes, for 'green space' and 'active lifestyle' but more important as a viable alternative to useful transportation- moving goods and people without motor vehicles.

Ah, great to read this one. Why wasn't this included in earlier changes. It leads one to wonder if it is a low priority add-on??

Parks and pathways are great and the utilization of the existing areas indicates that people are supportive of this.

I fully support this as long as this isn't in sensitive areas. I feel as though the city has been far too lenient on development in wetlands.

Nature corridors attract walkers and walking is essential to fitness.

Love this about courtenay! Looking down the city is practically hiding in foliage.. so smart!!

We als need to recognize off-road vehicles as a recreation means. Lots of us older folks are only able to get out in nature via some sort of motorized transport

Great...as long as they don't just create more places for the homeless to hang out instead of being used by the general public.

Love it! I want to raise my kid thinking that biking,walking,and bus are the main modes of transportation. I think we have the opportunity to make this place like Amsterdam!! We can do it!!

I would also like to see other uses, such as , ATVs allowed. They can be safely regulated with cooperation of local dealers and clubs to provide access points in order to access the back country. Great source of exercise and ability for those with physical limitations to access the back country. Instead of simply saying no ATVs in all areas work with users to find a balance

Specifically, the proposed bridge from beside Home Hardware to Simm's Park is a joke of a proposal and a waste of tax dollars that could be spent in 99999999x better ways. Feels like a reelection tactic. How about we focus on maintaining our roads & increasing their capacity. If we can't repaint & repave a bridge in 3 months, how the hell are we going to construct a fresh one within budget?

I would like to see a walking/cycling path from the Air Park all the way on the beach in Courtenay and Comox as in Campbell River

Yes yes, please also ensure they will be cleaned/maintained and lit at night. If you're encouraging cycling provide appropriate bike lockups (not ones that damage bikes or can be easily lifted, and don't leave it up to businesses).

Growth mindset, when it comes to nature. These green corridors should also be food forests to help increase food security in the area. Plant fruit trees, nut trees, edible berries etc along green areas. Also we need to connect the entire region through Bicycle paths. Build a bike path from Courtenay to Cumberland, build one into Comox. Finish the connection into Royston. Finish the connection to the One Spot.

You can't even look after the current infrastructure, we have sidewalks that can't be used, trails to nowhere, and continue to waste money on bike lanes, sidewalks that end on one side of the street and start on the other side, no planning no crosswalk just plain dumb

Hope this includes apartments and condos with store strips below. A walkable, effective city should allow people to get what they need within a reasonable distance

Don't care

Green pathways are great but not when they make already congested streets even worse. Cars aren't disappearing in the next ten years so it makes no sense to not address them and just hope that bike lanes will make them disappear.

Don't let homeless people live in these corridors

I don't want to have to ride a bike or walk everywhere, especially in a wet cold winter climate. I have every right to continue to drive my car one I want, or cycle when I want, but don't tell me that I have to do transportation only one way.

I'm already a huge fan of the cycle networks I love to see what you all have planned for this. Being able to move around a city easily without the use of a car brings so much vibrancy to a city.

One of the reasons I choose to live in the valley is the green spaces and ability to cycle/walk to most areas easily. Even in the 3 years I've been here I've seen many of the green spaces threatened. Keen to see more and to see what already exists protected

Protecting our environment is important

I'd love to see an organic waste system cycled into creating green spaces. The household waste can be composted and used to create incredible thriving green spaces.

your just going to make things cost more

How about patrolling these areas to keep the average single woman who wants to go for a walk ~ SAFE. Too many deralicts moving here and messing up these " safe" walking paths / zones.

Awesome. Love it!

We already have a great network of green spaces and parks and trails...who uses them now? Homeless people! And they leave their garage behind too! By building more you are taking up spaces that can have housing

We need to protect what makes this place so wonderful and that is access to the Great Outdoors close to our doorstep.

I once again will still be driving a diesel in 2050 lower diesel prices your gas stations are charging l 20 cents more then it cost to make

We will never get everyone out of their cars. I drive a car. However I also walk and cycle and appreciate a City scape that pays more attention to the infrastructure for making these activities more doable.

Yes, so much work needs to be done here. There's no reason anybody should be driving a personal vehicle between destinations within Courtenay. I would like to see policy enshrined as by-law or similar that requires improving/establishing active transportation WHENEVER a road is re-surfaced.

It all sounds lovely and we should do it, AFTER there are no poor homeless people left living in desperation on our streets

We should be incorporating this now, we see new housing going up all across town without the addition of walking and cycle trails

sounds beautiful and like a win-win for everyone!

That is a great idea, but with that some people aren't wildlife savy and may need knowledge for the probability of running into wildlife. But the city of Campbell River has had the greenway loop and the sea walk for many years and people seem much more friendly and active there. So this is a great idea

Not sure how you're balancing increased development with increasing greenspace... it would be nice to have more trees along roads in the city.

This is very critical - it should be possible to bicycle along safe greenways to get to pretty well anywhere in the valley. I love biking, but I don't like risking my life facing e.g. 17th & Cliffe traffic etc. so as a result I bike a lot less than I would otherwise want too.

I do believe we need much more green space in CV. When new sub divisions are built they should come with some shared green space near by, small park ,large park ,trees etc.. In favour of green space .

Yes to more pedestrian-friendly spaces!!

where is the money from? If the city does not make the policy clear and transparency, and give themselves all power to control it. it will drive all potential developers and investors away, and that is happening now. The OCP will fail and the downtown area will be a slum. Currently, a lot of break-in took place at downtown area.

Yes for sure but it needs to be done responsibly. Reducing parking for more bike lanes for example is a disaster. 5th St for example was a colossal waste of money and the design is awful. So many other options could have worked there but instead we now have a major safety hazard with a narrowed street on a collector road

Love the emphasis on natural assets and natural asset management.

as long as the trails are kept safe and clean

If this actually happens it could be a huge boost to the entire communities of Courtenay. Occasionally I see where a greenspace will have an activity that will be prioritized over another. An example of this is Roy Morrison Nature Park. A portion of it went to the school board, and without any consultation with local environmental groups - a disc golf park was installed. It was sad to see the destruction of part of the park, and little or no consideration for the environmental impact. Once again, I hope that the community will have a say in how things will be handled.

Nature is the best medicine for all-- more green spaces, parks , walkways-- great for everyone.

Cycling, walking pathways will allow for a healthier population, greater enjoyment of the city.

YES! PLEASE make it feel easier/safer/more comfortable for all ages to travel by foot and by bike. I love the rail trail, many more trail networks and connections are needed in Courtenay.

I like this but would also like to see land acquisition of sensitive areas a high priority

This is in my mind one of the most important principles in the plan and should emphasize this is not only for the benefit of people, but primarily for the benefit of maintaining habitat and ecological diversity. To succeed we do need to ensure we do protect the habitat that is there, e.g. an amazing are of biodiversity exists in the forested wetland area bordered by Arden Road, the Parkway, Ronson Road and Cousins Avenue and it not marked anywhere as potential future parkland since it is zoned for residential development which is ludicrous as it is laced by creeks and streams that feed into Piercy Creek. It should not and likely could not be developed as it is in effect a marsh area and would destroy fish bearing habitat, yet has not been identified for protection. It is already well utilized by local residents using causal, informal trails and is likely one of the main areas like this in the Courtenay city limits. I strongly suggest looking into acquiring this property and adding it to the parks system by any means possible.

This is a great idea unless the homeless population takes over the parks.

Green networks are essential as we transition to more biking, walking and being a walkable community we need to provide safe, light, green spaces for everyone to enjoy.

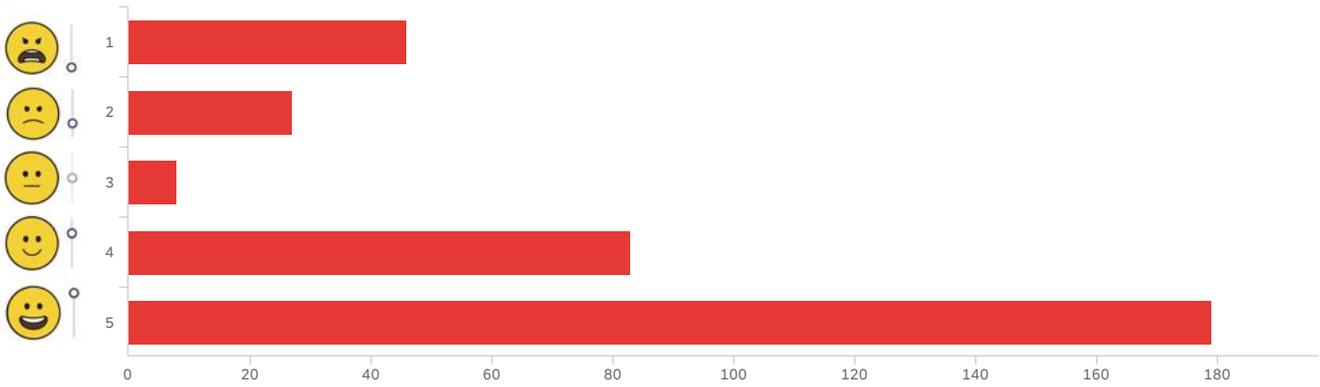
YES! We need green spaces for our health and for the health of our planet and non-human life forms.

Far too general. If this is an attempt to promote more bicycle lanes at the expense of everyone else's needs, I disagree. Cost will determine what is possible. There is no appreciation for seniors with limited mobility. Also Courtenay has no dog friendly park. There are virtually no water fountains & benches (even Simms Park has no fountains). If you want to encourage walking, provide rest areas

Safe cycling and walking pathways help citizens stay healthy and fit.

We NEED more spaces for walking, cycling, and other active ways of getting around. Vehicles are not the future.

8 - Choices for Getting Around Happy Face



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Choices for Getting Around Happy Face	1.00	5.00	3.94	1.44	2.06	343

#	Field	Choice Count
1	1	13.41% 46
2	2	7.87% 27
3	3	2.33% 8
4	4	24.20% 83
5	5	52.19% 179
		343

Showing rows 1 - 6 of 6

8 - Choices for Getting Around Comments

Choices for Getting Around Comments

We definitely need better transit for outlying communities, and between communities(royston and cumberland for example) I also fully support the walkway from lewis Park to royston, and a possible bike path up royston road to cumberland.

Better transit system would give more people incentive to leave their cars at home.

I will never want to go shopping and get my groceries on a bike!! If people want to do that that is great.. I and many others do not so I think forcing people away from using their cars will be a big blunder for this community. We need to think of better infrastructure for better traffic flow as well otherwise our community will be a mess.

Cars are not our future.

About time

Inconvenience is the main reason I don't use transit in the Valley. More infrastructure to address this is a valuable initiative.

I think one way this could be helped is by taking away the parking bylaws especially in higher desifed housing such as 4 plexes and lane way housing

... a regular future public transit link up to neighbouring cities like Qualicum... and then so link to Nanaimo too... an easy link up connection... to other cities... i think would be a very beneficial thing... for those of us who are pedestrians... or who take transit... for example... many people like me after divorce have shared custody type agreements... where parents live in cities not that far away... but currently not connected by regular city transit routes... but i suspect there might have to be a lot of demand for that to occur... since this is not the lower mainland...

Love it! I will happily ride, walk or take transit if it is safe and transit is updated to include more rides. I'd love to drive less!

Is there a way to work with community groups such as schools, soccer clubs and after school activities to encourage carpooling or bus riding. Until there are networks of safe bike paths putting non-car transport ahead of that of the car, our wet, dark streets pose a great disincentive for bike travel. It remains a struggle to lock bikes, change out of wet clothes and ride safely.

The objective is good, however there needs to be structural change in how the city is designed and built/updated to make this happen. Currently much of Courtenay is car centric and inhospitable to people when they are outside of their cars (with the exception of 5th st downtown). To achieve this objective, the following need to change: 1. Sidewalk connectivity on both sides of all roads, many locations only have a sidewalk on one side of the road, and may change sides half way to a destination. 2. Sidewalk clearing during snow events and enforcement of resident responsibilities 3. Protected cycle network (beside curb with minimum of concrete curb and flex post protection from cars) that connects where people live to where they want to go (not just downtown, but also to groceries, theatres, stores, etc.). Ensure that connectivity is considered east/west and north/south away from Cliff/5 St, e.g. from Lake Trail school south to tin town and tin town to driftwood and walmart. 4. Frequent all day transit (<15 min frequency) that connects key points throughout Courtenay, all residents should be within 500m of a frequent transit stop. 5. Adjust the design of all streets to match the speed that drivers should be travelling (e.g. narrow lanes and ROW, add trees, etc.) 6. Reduce the maximum default speed limit to 30 km/h unless otherwise posted All transportation planning must take into account people moved metrics not cars moved metrics, it is far more cost efficient to move people via walking, cycling, and transit, this needs to be utilized in every transportation decision (including roadways). There needs to be a singular transportation priority list that includes all transportation spending (including roads for cars) that is at least in part racked by people moved per \$.

I am all for choice and options. Yes, expand and support a variety of options for transportation but within that, it wouldn't be right to take away or be punitive of the option to drive. Again, net zero emissions is unrealistic and unhealthy. It also reduces options for those who have certain disabilities.

Courtenay is a big sprawling area, it's not completely realistic to make it less car-friendly

I can't afford an electric car. I'll walk when I feel like it not when you tell me.

Need more emphases on how seniors will get around

a lot of people do not have the time to ride a bike or are close enough to walk and the transit is only good for some. This is aspirational, if we were in a European city or the density downtown made this realistic then great. But I think we are a long ways off

Sounds fine in theory, but will be an uphill battle against decades of social conditioning and marketing in favour of the private automobile...let's also not kid ourselves that EV's are the answer

30% of all trips taken by walking, etc. is insufficient in the face of global warming. Where people cannot walk or ride a bike, we need transit that is convenient and affordable - smaller buses and smaller routes, with more trips per hour. I would reverse the figures - 70% of all trips should be taken by walking, etc.

This a retirement community based on the number of retired people I see. Transit is only effective if you have a timely network of routes and shorter intervals between buses, which our small population makes it very unlikely to appeal to the elderly.

Some of the City is scary to get around by bike so more bike friendly areas would be helpful. This would also help residents save money and help with climate change.

The Coastal Douglas-fir Conservation Partnership (CDFCP) supports policy ST11, 12 and 15. These policies are focused on reducing the amount of parking within the city to make room for pedestrians and cyclists but also to improve the public domain through the installation of rain gardens and trees. It is considered that delivery of these policies could open up a large amount of land enabling the re-instatement of habitat linkages that have been lost or degraded, if installed appropriately. It is acknowledged that the delivery of these policies is linked to an increase in urban density within primary and secondary growth centres consequently enabling the delivery of effective public transport and to enable people to be able to walk and cycle to work, therefore, removing the need to take all trips by car.

Apparently you dont get transfers anymore so if you need to take 2 buses to where you have to go you have to purchase a day pass? Rip off for teens.

Yes, but 2030 is a long way off. Meanwhile we have to cut back on the building and development until more of this infrastructure is in place!

Less vehicles on our roads would help alleviate gridlock on roads such as Ryan, Cliffe and intersections such as Ryan & Lerwick, Ryan & (Superstore)

Keep improving accessibility to safe routes around the city for cyclists and pedestrians and making public transit more attractive. The new traffic light and pedestrian crosswalk at Cowichan and Ryan Rd. is a godsend. Could you consider using smaller buses at non-peak times? Seeing large empty buses going down our street all day is disheartening. Hopefully city transit buses can transport eBikes as well as regular bikes.

As someone who walks to work regularly, I support this. More attention needs to be given to multi-modal trips (ie: walking part of the way, park-n-rides, etc).

Walking, biking and transit are great initiatives they can not be at the expense of daily life for residents. Our climate is simply too wet or cold for much of the year. Corridors from satellite communities with well planned streets to exit town to the major roads are required. These bike and walking paths like in Crown Isle are easily planned in the development stage and do not take away from the traffic that is guaranteed to come with population increase.

reducing GHGs, supporting active lifestyles and public safety, all extremely important in the near future

This should also tie into having amenities that are closer to the needs of the community so that the travel distances are reduced.

How can you make the choice not to drive the best choice?

Build it and they will come.

Choices for Getting Around Comments

Would def take transit but it is so weird to get on it and find out where. I understand, that if not a lot of riders, it limits service, a vicious circle and not sure of how to overcome that.

Good to hear. The Comox Valley is more car-centric than I would have imagined. Starting to see more e-bikes on the road, so it's starting. Bike lanes, improved public (non-diesel) transit would be awesome!

Courtenay is terrible at planning these choices. Recently theyve focused on adding bike lanes to roads where they werent needed, forcing traffic to pass mirror to mirror, and decreasing parking or forcing people to park further into traffic to add costly bike lanes and landscape features on routes where cycling wasnt at all an issue.

Just because it is available doesn't mean people will use it. The convenience of getting from point a to point b in a good amount of time, on your own time. Will always win out. I highly doubt this will effect vehicle use .

Definitely the direction the city needs to go. But in order to promote biking and walking other issues that affect air quality, such as smoke from wood burning/slash burning both in the city and regional district need to be dealt with NOW.

You CANNOT Squeeze out vehicle traffic to the detriment of ability to get around. We are not a community or country able to squeeze out vehicle use and parking.

Good ideas but a 3rd crossing needed. Make the 3rd crossing for pedestrians and cyclists.

totally agree that we all have to make an effort to drive less and more smartly (ie, save trip until multiple task can be completed by rural residents)

Bike and pedestrian options to decrease our reliance on cars is very welcome! Transit shelters and illuminated bus stops would also help.

in 2030 I will be 87 and expect to be living in my own home. I will either be still driving or taking taxis. Walking or cycling will not be possible and the transit system in this Valley is totally out of order today, with little change since I moved here in 1995. Repair the roads and keep them safe for me to drive on and cyclists to ride on

Not only is this a smart environmental move, but and ethical one as well. Increased wellbeing of the community through not only exercise, but increase affordability of the community!

Considering that Vancouver Island has 25% seniors aged 65+, why are you letting bicycle mad councillors ruin this city? Lots of people cannot ride bicycles or walk a great distance, and public transportation isn't an efficient way to travel.

We live here to be away from massive traffic ty ups like the 5th street bridge restore project caused. Population is growing in the valley.

Please include more trees and wildlife landscaping along the way

This will never work and I think everyone knows it! Anecdotal evidence exists with the rgs! People here do not like riding buses and you cannot mandate that.

Must redesign the bridge/road arterial routes between older Courtenay and routes to Comox!!!

I'd like to see protected bike lock ups provided at key places throughout Courtenay, especially in commerical areas. I have an ebike which I use frequently from March to November, but the one thing that prevents me from sometimes using the bike is the lack of safe and secure places to lock it up when I am doing what I need to do. For example, if I am going for a massage in downtown Courtenay, I have to lock my bike somewhere against a pole or on one of the few bike stands in downtown, but those areas are uncovered and still vulnerable to theft, so if I'm going into the downtown core, I may still opt to drive my car, especially if its raining out. But walking into downtown from where I live on Cliffe is also a great option along the walkway. I'd like to be able to use my ebike more frequently than I already do. At this point, getting around in town and over to Comox is not bad, but I know that you already know the weaknesses in the bicycle infrastructure, so I won't repeat them here. Crossing Cliffe as a pedestrian is problematic just about anywhere on Cliffe except for the lights between the Thrifty's mall and the hotel across the street.

Good luck with this. Also is of high value for me. More cycle lanes and safer cycling routes i.e. Condensory bridge road out to ONE spot trail.

Prefer sidewalks and bike paths to busses.

Currently, there are no buses in Crown Isle, nor are there bus stops near-by. If residents don't have cars, or bikes, they are pretty well stuck, unless they're good, healthy walkers. I have concerns about the number of large, empty buses I see running around Courtenay...perhaps the bus routes need to be adjusted to meet the needs of people who are paying for them & using them.

Completely support the Active lifestyle and the more access established for this the better

I like to walk, hike and enjoy the great outdoors. I am a senior and have no intention of riding a bike to town to buy groceries or shop. Has the city done a study/survey to support this objective and associated expense? If so, please provide the supporting data.

I would love to use my car less. I would still need it for visiting family who live far away but everyday needs would be wonderful if done by walking, cycling, or transit. Most of our essential needs can be serviced through delivery if large items or bulk buying are necessary.

Good idea...but at what cost?

I like my car.

2.9 T GHGs is not a problem. Why are you trying to socially engineer human behaviour. 50% of your population is over 50.

I am someone who currently uses public transit to commute to and from work in Courtenay. In a very short time, I will no longer be a transit rider because I will be purchasing a car. The buses in this valley are fairly new but are already extremely dirty. The cloth-covered seats are filthy and never get cleaned. The buses, in general, are very dirty and are also never cleaned. The current ownership semi-attempted to clean them a bit during COVID, but neither company (both past and current ownership) ever cleaned them before. Again currently, they do not clean the buses. If your goal is to entice more members of the community to use public transit, work with the company to create an environment that would include cleanliness standards that will be acceptable and appropriate for all users.

lots more proper side walks, bike paths are required and linked trail systems

Basically, this is bullshit. Counting "trips" is not the same as counting kilometres, and the city layout and topography, as well as the older demographics make it likely to require lots of driving in the future. Not desirable, but bikes are not appropriate vehicles for many of our trips, and we know that public transit is uneconomical in much of the residential city.

Will the roads still get repaired? Also, can there be greater coordination with the outlying district governments for the creation of bikelanes on the side of busy roads into town such as the condensory bridge rd which always has tons of cyclists in the summer?

Bring on the bike lanes.

See comment from previous question.

I would cycle more if I could feel safe

You can't mandate 30% walking and cycling - have you ever walked up of down Ryan Road. The pandemic has taught us how hard it is the change behaviour. Your plan is flawed. This will increase taxes. Who pays the developers? Have they agreed?

Don't know if we need these big buses running around our valley, most buses are running empty most of the time, is there not a smaller vehicle that can be used e.g. handy darts ?

I have a problem with this. My place of employment is half an hour from my home, which is the case for the majority of my co-workers. No busses and to get to work even say if there was a bus route it would take hours to get to work. I think this is the issue for alot of people. Also, in the evening to go out there is such limited service that I never consider it. A massive overhaul with public transit but at what cost is needed.

Yes this is needed. It's a very car-focussed area. I say this as someone who has lived in a number of cities and doesn't drive. Getting around is a barrier to life here. And I'm very healthy and walk 5kms daily. I can't imagine how others would be coping.

With thy gradual shift to electric vehicles GHG's should be reduced over time. Lack of available parking for residential units will hurt citizens access to wider area employment opportunities and access to wider area services and shopping as well as access to medical care.

Again - look around, people like their cars. With the age and ability of our population as well as our weather during the winter. this is not a viable plan. Stop trying to force people to not drive their cars. This is not the majority of the population of the Comox Valley - this is the vision of a small group that just happens to be on council.

We need more places to go! We need more outdoor/covered and retail development.

Support nature walks and trails. Build more forests to walk through.

Any plan that reduces the number of vehicles spewing pollutants into the atmosphere and clogging up the roads makes me happy.

Please look at how Europe incorporates bicycles and pedestrians. Squeezing bike lanes on the same pavement as vehicles is far from optimal. Separate, divided lanes for bikes, cars and pedestrians is the safest, most encouraging for users and generates the least road rage. I understand it is more expensive but new builds can implement this. Creative use of roads in existing areas can accommodate these techniques. Please consider developing your plans around an improved and more extensively developed road plan.

Agree 100%. See my previous comments.

See previous comments. I support all efforts to improve the safety and connectivity of active transportation routes. A few comments here: 1) Keep all modes separate where possible (do not comingle pedestrians and bikes, especially with the increase in electric bikes) and keep a barrier between bikes and vehicles 2) stop putting bike lanes between moving and parked vehicles - this is not a best practice and results in 'dooing' 3) more communications around not parking on sidewalks, especially 'rolled' curbs. Drivers seem to see this as an invitation to park and block sidewalks 4) standardize 30kmh speed limits in residential areas - this is a best practice and reduces death and injuries

We recently moved to Courtenay and picked the area because it has a town centre and is walkable!

Love this idea. More biking and active lifestyles.

YES! Healthier, happier and just better for all.

Again, could be more.

I'm all for this because at the moment I have to use my vehicle to get anywhere useful.

A walking/bike trail to Comox along the ocean would take many people off the road especially with electric bikes and scooters.

Along with walking, cycling and transit use the city should put more money into taxi services. Taxes, Uber etc.....taxis are almost non existent in the valley. I think it encourages drinking and driving. I've seen it first hand.

Active Transportation is not well organized or prioritized. Time to assess all the wants and prioritize them based on need/cost/feasibility. Council and admin do not have a game plan to know what is coming or the funds that will be needed. Proactive work needs to be done instead of always being reactionary. Also need to communicate better with other jurisdictions and stakeholders.

I think the general population needs to adapt their way of life if we are going to have a hope of surviving the coming climate changes. I think that being sensitive to the concerns of the elderly and the disabled who are car dependant, and encouraging the community with resources and education that will help them ease into making greener and/or healthier choices would be greatly helpful. I hope that some community leaders come forth to start programs that will help car dependant people organize car pools. I fully support a transition to greener and healthier modes of transportation. I think microcommunities that will be encouraged to develop by mixing residential and commercial zoning will help to resolve a lot of the challenges that people who would choose to walk or bike face in regards to shopping and access to employment and services.

Um, hard for senior citizens.

Build a framework for alternative transport that is safe and available and we will use it.

I'd prefer to aim for 50%. We have too much traffic, too much traffic noise and WAY too many single passenger cars on the road.

Put in two giant roundabouts at 17th and Cliffe and 19A, so traffic flows more freely. More frequent busses for #1.

You don't have a GHG problem. Transit - which I have taken in Vancouver, Paris, London, to name a few is great in big urban areas. Really - am I going to take a bus downtown - No. I will take my car. And when and if I can ever afford an electric car - I will migrate. But that is my choice - not yours.

You are going the direction of Vancouver. You haven't solved current congestion, let alone making it worse even as population grows.

Yes! Courtenay is so car dependent and it is a real problem! I know a lot of the long-term residents such as my parents grumble about bike lanes but we can't listen to them as they are so important to building a livable community. More public transit options are also so needed!

Please consider safe and secure bike storage when looking to a future that embraces active transportation. People are more likely to ride bikes to go to work and do cultural and retail experiences, for example, if they are not concerned with their bikes being stolen while they are doing so.

Would love to see more dedicate bike lanes

Good luck with this. One of the reasons we have all our problems inside the city centre. People do need to have a meal provided, a public bathroom, friends, supports, even when they don't have their own car or do not use public transport. Maybe alternate spots for the free lunch with transport to and from.

I think that for central cores, this makes sense, however, the Valley is a large area where cars are still necessary. Care needs to be taken to make sure that main corridors are still accessible, convenient, and easy for car travel.

I am supportive of this objective and think that the goal of 30% of local trips via non-motorized travel is reasonable. This will require a considerable amount of coordination with many private sector businesses' to support this goal by way of more/improved bicycle parking areas and a willingness to permit people to bring bags backpackers into their stores!

To make more attractive for cyclists city needs storage lockers so individuals can go shopping, visiting etc...bikes are too expensive to lock up outside.

This move is important for reducing GHGs, supporting active lifestyles and public safety

Yes please have a bus circulate at 30 min interval early to late, so that people with kids can drop them off before work and pick up late, proper safe cycling routes. Traffic light sensors that work when wanting to turn on bicycle

Keep in mind those who like having a vehicle and getting around on their own. Also, i think bus shelters are necessary. I see poor transit users standing out in the rain, snow, extreme heat waiting for a bus because the city doesnt have bus shelters.

This is important but I think really need to make sure money being spent is for a well-utilized system. I rarely see the current biking lanes being used (various reasons surely).

Absolutely in favour of this.

Get more transportation out to Fanny Bay

This survey goes to some effort to mask the prioritization of GHG emissions management over the other objectives and priorities presented. A more honest expression of this policy would be "less choices for people to get around". This objective is likely to strand seniors and impact small business.

Transit yes. Our climate, demographic and geography make cycling and walking in this community difficult

Not realistic given our weather, low density and distances

I would love to see an efficient, affordable, and heavily used public transit system in Courtenay. Walking and biking are great, but not accessible to everyone. Unfortunately our current public transit system is not efficient enough to allow many to live car-free.

All those E-bikes that the older generation are using need safer lanes for better adoption translating into more bike travel. Electric buses, please.

I like this but people will always want to use cars as the bus system is impractical and takes too long to get to major centres. Those who have mobility issues will still need to use a car

Streets need more bike lanes and existing road shoulders need to be swept to minimize flat tires.

I agree with this in principle but do think to achieve it the active transportation and transit infrastructure need to be in place - This is something I like about this OCP - the priorities are inter-related and mutually reinforcing - eg having primary and secondary growth locations make it easier to move people on transit and reduce reliance on cars.

We need a new bridge and more room for cars there is nobody in the bike lanes waste of money and time thank you you can target 30% but you only get 2%

Don't have enough information to support this goal.

Can part of this plan be that sidewalks are given the priority for snow removal? Options must include accessibility for a variety of disabilities (of brain, like autism, and body)

I admire the idea but doubt it is going to be successful. There is no easy non-car way of getting from downtown Courtenay up to Ryan/Lerwick area. The city MUST do something about the bottlenecks to cross the water.

Bike lanes on city roads just doesn't make sense here. We don't live in Europe where cities are more densely populated. We are sprawled out here. Biking isn't always an option and building bike lanes that are used by such a small number of people is not a good use of our funds. Our high population of older people can't always get around on bikes. It's unrealistic to expect that.

Transportation needs to be more accessible and more frequent. People need to be assured that they are going to get to their destinations on time and easily and affordable

You do understand that your client base is not all young people that no difficulty getting around rather it's the older tax paying people and businesses who pay for for upgrades for them. Like bike lanes etc.

Yes! Let's also support bringing the train from Courtenay to Victoria back! Get people out of cars and onto buses, trains, bikes, and walking!

Our bus service needs to be expanded and service improved! I would absolutely take transit to work every day, but the current schedule would take me two hours to get there...ridiculous. Increase the busses going to and from Isfeld, the only school who doesn't provide school busses for kids, because the stops are always jammed before and after school!

More frequent buses is always best way to increase ridership. Bike lanes painted green.

Courtenay is a shopping and social hub for people in outlying areas. Traffic-calming strategies are generally tolerated, and welcome among downtown residents, but shoppers from Union Bay and Black Creek will not easily adapt to a "no car" approach. Leaving the van or pickup behind (in a park-and-ride? where?) to catch an infrequent bus for downtown shopping or a movie is a non-starter for this group.

Please put bike racks at all parks. Cycling to a playground and laying your bike on the grass makes no sense.

All sounds very good. Great to see "Prioritized Walking"! But, for example in Objective ST2, Policy 4 states "Ensure new or enhanced walking...opportunities ARE CONSIDERED whenever undertaking road upgrades..." Something stronger than 'consideration' should be stated. How about something like "Existing sidewalks will be retained and enhanced and new sidewalks for both sides of streets will be constructed, as practical"? I live on a block that lost a sidewalk during street reconstruction, justified by a guideline in the existing OCP regarding the provision of sidewalks on only one side of streets -- a guideline which I think was intended to provide at least one sidewalk in new development areas, not remove existing sidewalks in older settled areas.

City council has focused too much on cycling the last few years. We know that is healthy and better but it only represents at most 15% of the residents. We still have problems with traffic that restricts people getting to shopping areas such as downtown.

We live in The Ridge subdivision which has some excellent pathways but putting our subdivision on a bus route would be great.

2%bike 2%take transit (highly subsidized)23% walk, the rest drive, this is not going to change much in the next 10 years.Traffic is a huge problem in the Valley yet there no mention of it in this plan.There are solutions that have been on the books for decades but no action is proposed,this is a City problem and needs attention.

how about planning for regular car traffic? We would like to see a better plan for it...

This sounds great but how does it work in practice? Does each person have to make 30% of their trips in a green way or does hiring one person to only travel equate for 3 or 4 people?

IMMEDIATE BUS SERVICE to Crown Isle residents who comprise of 3kplus major property taxpayers in Cty should be acted upon without delay.

Walkable communities are a great idea.

We are moving to an electric transportation please don't take away the info structure for cars. Not everyone can bike and weather does not always permit it

Yes, moving Courtenay away from being a car dependent community. Maybe some dollars being put into breaking up those very long blocks that don't allow residents to get through to transit lines easily.

The way it is being implemented is a concern. For example: - limiting parking - we are a regional centre with residents from surrounding area shopping and using services in Courtenay. Limiting parking or paying for parking will impact businesses and those who reside in Black Creek, Union Bay etc who need to use services in Courtenay. Realize that limiting Courtenay boundary will also mean growth in other surrounding areas. People will move where they can buy a house, townhouse or live in a desirable area. Density may make Courtenay less desirable and mean more trips as people move to where they can afford a place including MT Washington, Campbell River, trailer park outside of town etc. People will commute if they have to in order to buy a place more affordable. There is a reason Langford outside of Victoria is the fastest growing municipality - and people do commute to Victoria increasing not decreasing greenhouse gases.

I cycle 80% of my trips so welcome more safe bike lanes. I use 5th Street, the rail-trail and Fitzgerald often.

Better traffic flow would really help to lower driving times and therefore would lower green house gas emissions.. there has been no foresight in traffic flow in the Comox valley and its a little ridiculous that it takes sometime over 30 mins to travel across town

I highly support the goal. Unfortunately my neighborhood has not been provided with any transit opportunities. It is the black hole of transit in the Comox valley! It is about a 2 km walk to the closest bus stop. I have described the problem to bc transit but they seem to have no desire to fix this problem and this OCP plan does not appear to work towards any improvement.

We will still need cars to get to work from our homes and to travel. The island is car dependant

Another river crossing, and a better way to get up Ryan road would be great for walking/ biking.

It is impossible to make Courtenay a non car dependent community. It is too far spread out and the transit system will never warrant 24-hr operation as the capacity will never warrant it

We have a poor transit system with undersized covers. Why be in a bus, especially during COVID or Flu season. Adding biking lanes to sides of roads without barriers, making roads thinner for vehicles is a disaster waiting to happen. It looks good on paper and to apply for grants, but it's not realistic.

Its a great idea but I don't think you will get folks to give up their cars by 2030 many more people will drive EV's and there goes their incentive to walk.

If I want to bike or walk I will but otherwise I'm driving

YES YES YES!!!! More walking and biking!! Get cars off of 5th Street! Create a consistent style for on road bike lanes! (Ex: why is there one type of bike lane on 17th and another on Cumberland?? Explain to cars that they are NOT supposed to park in the bike lane on 17th!) Make walking and biking paths on quieter streets! No one wants to walk and bike on the main (noisy, smelly, dangerous) roads.

(ditto previous comments)

Limit Garages to one vehicle, Install more charging stations, more extensive bus service, more recreational services/parks in hubs.

Yes! Keep improving bike lanes - separated please where possible - and safe sidewalks and crossings - Slow the speed limit for cars throughout the city - Keep working on safe routes to schools Provide road skills training through bike safety education in the schools - Employ an individual to coordinate these in conjunction with the CVCCo.

"Defer major vehicle transportation-related infrastructure investments through land use, investment in non-automobile modes, and managing existing infrastructure." In spite of dire predictions, the 5th street bridge work was not that disruptive. Slow at peak times on the bridges, but made me think maybe other alternatives than a third crossing can work.

On the one hand Discover Comox Valley advertises for tourists but we need to provide parking for cars or RVs while visiting. We also do not provide a sanidump; yet we have many campgrounds. Closest one is Cumberland, so some RVs tend to do a slow leak along the highways which is not environmentally sound.

No more car-centric commercial development, like Walmart or Costco, too far away to walk

Yes, but please also consider seniors. Mobility limitations don't support cycling or walking, so adequate free parking and keeping roads uncluttered is also a priority. The narrowing of Comox avenue and 5th street as well as the ridiculously dangerous bump outs on the newest expansion of crown isle drive make driving unnecessarily more difficult.

When I moved here in 2010, the transit system was appallingly bad, especially for college students. It's improved but there is still a long way to go to ensure low wage, shift working employees can safely get to and from work anywhere in the valley.

Transit and riding a bicycle doesn't work for the majority of the population. Make roads more efficient and timing stoplights better will lead to less greenhouse gases.

Bike lane out Condensory is paramount!!

We do bike a bit and use some trails--but we still mostly drive.. It's all good tho' and one day, as we get older, no doubt we WILL use the bus..It come within a ten minute walk of our home.

transit needs major investment - make it all free everywhere in the valley, tax car owners more for roads upkeep and penalize second cars. make all larger employers provide lockers and showers and covered areas for bike parking, more bike lanes, 6th street bike bridge

Think the only way this will happen is moving residences close to amenities, where it's actually easier to walk. Also people need to carry stuff in their cars. There are only so many people who will walk/bike so far and many of the people that will are already doing it. Greener/more paths will help tho, making the walk enjoyable

Cities that have high quality convenient public transportation systems are more vibrant and active cities.

This is huge for the environmental targets, and for the quality of life of Courtenay's citizens. We have the perfect climate to encourage cycling, and I am saddened by the low cycling rates in the city. One major factor may be the fact that the nicest cycling route, the riverway walk, is cut off from many residents by cliffe avenue which has far to little crossing opportunities (and frankly is quite dangerous to cross in general currently). Transit also has room for improvement, primarily in frequency, as there is a certain frequency required to really encourage ridership levels.

Yaay! Walkable/bikeable city!

Walking and biking paths are the most important

Push for ridersharing options with the provincial authorities. There is a desperate need for this option.

I love not being in my car but there are some places that really don't feel safe to bike. I live in an area where there are several new developments with walking and bike trails in and around them. We use these trails every single day and they vastly add to the quality of our lives and the enjoyment we get out of the city.

Anything to reduce our dependence on individual automobiles but not everyone is capable or inclined toward bicycles. We need more options as far as transit ; big bus , little bus etc.

This is vital for health and climate action

Yes. Cycling but also taking the bus. It needs to be a better option with more convenient service. Also, why not a shuttle between Royston and the marina, on the sea?

Great. Biking in any town makes me nervous but many are very comfortable with it.

Wonderful, we need better bussing options between courtenay - comox and Cumberland to support people getting to work

Most of the bicycling done here is recreational, and the bike owners also own cars/other vehicles. Efficient grocery shopping is not suitable for being carried by walking, on a bicycle or a bus; car sharing is often not an option. As you noted, there are definite drawbacks to owning an electric vehicle, and not just the cost. Delivery charges, and is picked out by someone else. As well, weather plays an important part in the use of transportation -- didn't see many bikes out during the recent snow. Moreover, the only central grocery store downtown now is Edible Island, which doesn't carry everything (lots, but not all). Serious thoughts, not wishful thinking, needs to be brought into planning for roads, paths, means of transportation, etc.

Wonderful. We must do our part to protect our planet.

More cycling infrastructure and make the sidewalks bigger! We need to capitalize on how small the city is and make active transportation an option! Prioritize east Courtenay, it's super dangerous to bike on ryan rd and that will be a big problem as it grows Snow removal from the side walks and bike lanes in the winter is important

Transit needs to modernize somehow. Empty buses are not efficient (and neither are cars)

The way Courtenay is designed now and with the current and possible future demographics I don't see how you can accomplish this. Hopefully you will but not for a long time.

It's a bit slow. More must be done sooner.

more bus stops please !

I believe working with the other municipal governments and MOTI on this issue will help generate an inter regional infrastructure for cycling and walking and transit.

More bus routes, higher frequency!

I am in support of more bike paths!!! Greenways!

I think that BC transit does need to increase the amount of routes as well as have a few more bus hubs (YQQ, CV Sports Centre) as well as a couple routes maybe to Mount Washington, or have a transfer stop with a Namino bus route

I am putting a smiley face here but with the caveat that Council stops spending so much money on bike lanes and no money on pedestrians. There are more pedestrians in the City than bike riders and yet a few years and tens of thousands of dollars have been spent to create a cycling network plan, but there is no pedestrian master plan. Council need to focus on the majority of us first - pedestrians. Keep putting in bike lanes, I love them, but we don't need to spend millions of dollars on it. Paint them in for a reasonable cost and let cyclists tell you where you need to upgrade, based on their use. Random million dollar projects are wasteful.

Move cycling completely away from vehicles to prevent accidents and the slow down of traffic.

public transit has to be accessible online (schedule, location of buses); bike routes require significant development. Downtown core could offer public bike rental with multiple stations

Bike lanes everywhere. Eliminate street parking. MAKE People walk or bike. Too many lazy and entitled geezers who think they have a right to drive everywhere.

Redirect the overwhelming percentage of our municipal budget that goes to the RCMP to subsidize transit.

transit is crucial - you must have green pathways for all levels of ability

I'm good with this

30% is a crap target for 8 years. It's dangerous AF to cycle anywhere. Drivers are absolutely insane and there's absolutely no one holding them accountable.

As per previous comment, we need more paved multi use pathways running across the city. Should be added to all new subdivisions regardless of area. We will regret it in the future if we need to go back and re-acquire private land to retro-fit them.

I am a senior and use my electric bike as much as possible (when the temperature is above 10 degrees!). This is a good move.

YES!! And please focus on safe and pleasant WALKING!! Make sure trails are effective in cutting walking time - you'll get more people onboard if they don't have to take the same roundabout way as cars

target should be much higher

This is a great idea, but you must have the infrastructure to support it. Bikers need to feel safe on the road and sure don't in Courtenay. I'm wondering why the buses, which are a quarter filled at best, are so big. Can't the buses be smaller?

Sorry but too much ramming cycle walk transit is just polarizing the whole situation. Lately with what has been termed mobility rather than transportation seems to be putting the cart way before the horse and it merely frustrates people and makes them dig their heels in against less reliance on their personal car. You aren't winning over any of those that aren't of the same mindset as your ocp.

this is a good idea but the infrastructure has to be in place to meet this goal. if you're reducing road infrastructure budget by 30% and not increasing AT budgets, transit stops, sidewalk improvements, etc then were gonna be in bad shape.

Please make it easier to get around on foot or on my bike.

It is very important to move away from the present situation which is not only inconvenient but very dangerous for bicycle and foot travellers. Even the use of electric vehicles does not improve this situation.

This is going to be a hard one. I am surprised at members of my family finding bike riders obstructive. I respect them, but others wish they would stay off the roads!! I foresee the need for considerable voter engagement on options for progress in this area.

Cycling in Comox Valley is a great option.

More agenda driven initiatives rather than recognizing what most people actually want or what is value for money. Just because we want to help the environment, building bicycle lanes (just an example), does not force it in the delusional way many people promote. Look at existing usage of bicycle lanes (again, just one example). Traffic is not going down in Courtenay and it is so easy to look down Fitzgerald and not be able to see a single bicycle. Is this really helping? Or fantasy. Look at the bridges. They get busier every year. Do you really think building more bicycle lanes will eventually alleviate this? Not a chance. In the end, do you really believe that most people would rather be stuck in traffic than have another bridge despite its environmental impact? And are the idle emissions that much better than the consequences of another bridge. In this example, I'm trying to point out how the party line or false politics don't recognize, or even want to recognize, what people want. Always the attitude that they don't know what is actually best for them in the end.

Why are we reducing "GHG"? Do you follow the science or Klaus Schwab?

I love walking, but I also own a car. With an aging population, and a spread out city, I don't see car dependency ending any time soon.

More bus routes!! You'll have more riders if the busses actually go where you want when you want. More direct cross town routes would be nice, transfer connections are sooo unreliable!

More choices are good however it needs to be done in a balanced manor. People will not just switch modes of transport unless it is easy

As long as the infrastructure for these uses is created and maintained. Not too many bike lanes on Cliffe Avenue yet.

Yup.gotta shift funds to afford this new and important/vital vision

This is only aiding in gentrification. The backbone of Courtenay is blue-collar industry, where taking public transport is not a viable option for them. We need bigger roads, and more car friendliness. What happened to 5th street was an atrocity; make a survey and ask the public their thoughts on it, I'm sure it'll be the same.

The focus should be on shared travel options such as transit and not on blocking up roadways with ill planned bike lanes. Building additional roadways to clear congestion would also aid in reducing emissions from idling traffic.

Smaller buses and more routes

Yes yes. Also actively encourage people to not use vehicles by perhaps adding traffic calming elements to pedestrian heavy areas (lower 5th for example). I have a dream of this area being shared by vehicles, cyclists and pedestrians equally: modelled after the Dutch concept of "Woonerf," or living street.

We need more maintenance of the shoulders of the roads, in particular the narrow ones like Knight Road. It is dangerous to cycle in many areas in Courtenay. And what's with a bike lane that just ends?

E-bike chargers, good quality bike racks, water refill stations, two-lane bike paths (paved). Integrate fun features (jumps??) to existing bike trails to make it even more exciting for people to want to ride. See Moab, Utah for example.

Are you kidding, your numbers are so fictitious it's sad, why would I ever take an overpriced transit and wait hours to get anywhere in this valley, we need a third crossing, they rebuilt the cochahala faster than the 5 st bridge, a bridge that should have been done in less than 3 months, you guys have no clue of what you're doing

Stop putting millions of dollars into stupid things like painting an old bridge green or painting our roads green. Build NEW BRIDGES!! Use walking trails and corridors as safe bike lanes. Encourage ALL TRANSPORTATION! Stop putting all of the city works finances in to green paint on bike lanes and Fancy flower boxes... FIX THE ROADS! WIDEN THE ROADS! BUILD THE BRIDGES.

Now your just being ridiculous. We need cars/Busses around here the weather isn't meant for us to walk in a downpour of rain or a ton of snow, you guys should know this by how slow our snow plow response is and how many places had to dig themselves out just to try and get to work. Maybe this would be VIABLE IF IT WAS SUNNY 98% of the time but common we live in the comox valley on the wet coast.

How do you think people will carry all the stuff they get from the big box stores you have bent over backwards to get here.... a car

I applaud your target but think it's unrealistic. Courtenay is already overly sprawled and the transit system is crap. Not enough routes/convenient times for people to actually use it as a first choice.

I like this idea but struggle to imagine it in reality, there are many barriers and disincentives to using active transit currently. Sorry for the novel. - Sheltered bus stops seem rare in Courtenay outside the frequent transit zone, it's very unpleasant to stand unsheltered in the weather seasons we can experience. Our summers are very hot lately and it's difficult to be waiting at a stop without shade. Our fall and winters are typically windy with high winds occasionally and frequently wet with rainfall, and the snow we had this year made the sidewalks in my area (Cousins Ave) almost unwalkable. - Lack of snow removal is a problem for active transit, when roads are clear but not sidewalks this can create a self fulfilling prophecy in the message it sends to citizens of Courtenay. 'Drivers are important, driving is the primary mode of transport here and people who walk can drive or stay home until the snow is gone', feels like walking is being treated as a luxury and driving is something everyone does or should be doing if we don't want to struggle walking through uncleared snow. - Spring is generally ok, though no matter the weather you'll likely be breathing in car exhaust because bus stops are usually right next to streets being used by cars. This isn't the city council's fault as the issue is Canada wide, but I really wish public transit buses didn't always have to share the same roads as other vehicles. It's not super beneficial to use a public bus when the bus is stuck in traffic hell same as any other vehicle. Imagine if buses were able to get around Courtenay quicker than any other method - I have family that kvetches about our 'slow traffic lights' while in their private car, I could tell them to skip the wait and take a bus if it had faster service. Right now I can only commiserate because the bus only goes as fast as everyone else on the road. - I haven't carried cash in around 15 years and there is no bank in Tin Town so cash fares aren't easy for me to pay with. I live at least 30 minutes away from the nearest place to buy bus tickets - how come there isn't a location to buy them in southwest Courtenay? Why can't we buy tickets online and have them mailed to us? I wouldn't use the bus more than two days a week and the monthly pass is expensive if you can't justify spending \$50+ on bus rides. I'd have to take unnessecary bus trips to get my money's worth, can't we have a bus card that allows us to load money on it and spend as we go? Why can't I use a contactless payment (debit/credit) like people taking Translink can? Public transit buses could improve with better options for payment. Again, this is not the city councils fault as you are at least trying to improve transit but it's so frustrating to live in the digital age and watch the province only selectively take advantage of it. - More outdoor seating is definitely needed in general to make active transit more accessible to all folks in this city. It's especially meaningful in frequented places that don't have outdoor seating such as the Driftwood mall and Walmart for example. I noticed some nature walks don't have seating either, like the forest path leading people from Tater Place to Cousins Park (can't recall if Cousins Park has seating either). Or the path running between Galloway Crescent and the Comox Valley Parkway. Feels like benches seem to be placed in certain areas more than others.

Every resident of CV is car dependant and it will not change. Build better road infrastructure to support the increasing traffic. I.e. Dyke road should be double lane

I fully expect to be able to use my car or my bicycle especially in a small place like Courtney. I disagree with the approach of having to use public transit, and I also disagree with having to have an electric vehicle.

I love the idea, and fully support it, however this would need to be done while simultaneously providing support for the homeless and needy in the community. Currently there are key areas on the current trails within the city that are unsafe to navigate when it's dark

Yes! About time!

Courtenay is incredibly car dependent. More bike lanes should be installed throughout Courtenay

Buses and bikes are great but remember the bulk of your population. Right now, driving is still the most efficient mode — low population, and mainly free parking don't make for viable transit use.

Give cyclists more bike lanes and keep them off the road.

Unless your going to build good transit this is a waist of time.

I would love to see creative options for people such as car-sharing, and e-bikes/e-scooter options like the ones cited. As well, I like what Saanich did in helping to subsidize e-bikes for constituents. <https://dailyhive.com/vancouver/city-of-north-vancouver-e-scooter-pilot-project>
<https://www.vernonmorningstar.com/news/e-bikes-to-join-e-scooters-in-vernon-in-2022/>

You roads and infrastructure is lacking enough as it is ? People are already taking too long to travel short distances ..20 mins from the hospital to down town? How is that environmentally friendly? Doesn't matter if it's by car or bus ...it's taking too long!

The Comox Valley is a classic case of rural "habits" i.e. driving yourself everywhere due to long travel distances and a lack of dense settlement to make transit systems viable. Of course Courtenay is rapidly urbanizing and a transit system that offers more destinations with shorter wait times would encourage use. When I lived in Victoria I used transit because busses would arrive at stops roughly every 5-15 minutes depending on time of day and was clearly far less expensive than driving. This obviously isn't Victoria, but wait times for busses are regularly well over 30 minutes and approach an hour in some cases. I don't want to wade into an inter-generational debate, but millenial are far more inclined to use transit than their generational predecessors.

I will not walk around this town with all the crackheads build more roads

Cycling still feels very unsafe in Courtenay.

We will have cars on our streets for the foreseeable future, however they don't need to dominate the landscape. Transit, walking, cycle infrastructure will assist in getting more people out of their cars for shorter trips.

100% on board with the goal, but you don't have to look very far in the past to see previous announcements of aggressive modal shift targets that Courtenay has failed to achieve. This is great to have in the OCP, but feels toothless based on the track record of failures. Courtenay should look at some of the "tactical urbanism" resources and the rapid changes that Paris has made under Anne Hidalgo for ideas for how to improve active transportation quickly.

Only 30% by 2030? As far as transit goes, the bus system is pathetic to the point where the only people who use it are those who have absolutely no choice. And those huge noise-belching buses are far too large for running in off-peak times

hopefully this will include better lighting at night...but yes this sounds great as well.

No comment but I'm sure there is a big push for this. So again good idea

Again - this sounds great. However at the same time that density is increasing in the downtown core grocery stores are moving further out. I guess people living along Cliffe would have more access but you'd have to solve the road crossing issues.

Minimizing traffic and the use of vehicles is a wonderful goal. I currently live on the southwest side of the city and whenever possible avoid crossing the bridges! Congestion is unbelievable! Having recently moved from Nanaimo, I have often thought I could almost get to and from Costco & Home Depot in Nanaimo from my home faster than I can get to the ones across the bridge in Courtenay. I do not think approving the building condo towers etc. that have less parking than the number of tenants is reasonable. I have seen this done in Nanaimo and it is a nightmare with residents parking on streets or retail locations overnight and subsequently having their vehicle towed etc. As well, retail is affected since their designated parking is taken up by people who can't park where they live! It all sounds good on paper, but it is NOT GOOD. I also believe that this goal cannot be reached until the public transportation network grows considerably. I rarely even see buses in Courtenay.

Really hope this actually occurs - again, a safe network of bicycle routes that avoid dangerous roads and intersections is key.

Not in favour of what was done on 5 th street, by narrowing the road taking away parking .so no I wouldn't want to see more of that, nothing wrong with a wider open street that isn't cluttered with barriers and plants. We need parking ,you can't expect to bring thousands more people here and they have no parking downtown ,then they won't visit that area because there's no parking and the buses suck.its businesses that suffer from lack of parking and accessibility.

Yes yes yes! Better sidewalks, more multi-use paths, and more "pedestrian-only" streets

I am physically incapable of riding a bike. That said improved bus service would get me out of my car

Will the city be asking commercial areas to provide secure bike storage? One of the issues with commuting is not having anywhere to store your bike securely, and bike theft is rampant. I don't feel like I can ride my bike to the store and count on it being there when I get back. The bus bike racks don't allow bags or fenders. Bike lanes are less important to me on the majority of streets, secure bike storage at my destination is more important. Right now, bikes are for recreational purposes only and impractical for that reason for errands or commuting.

This is completely ridiculous and out of touch. Have you tried taking your kids to dance, soccer or any activities without using a vehicle? How is one supposed to transport their family in a timely fashion on a bike? How about getting groceries? It's just not practical for this community. We live in a climate and a town where this will not work. People want to be able to drive to where they want to go

We need a third bridge from 20 th to the Dyke. Some of us have to use a car for work!!! I'm not riding or walking from Fraser Road over to Comox Ave to stand on my feet all day at work and then walk all the y back

I am thrilled to hear this. The ability to get around not using a vehicle as often or not at all is appealing and for all the right reasons.

Not everyone can walk or cycle but areas for those that do is great. Maybe a car free zone like a lot of downtowns have in larger cities but need ways to get there or places to park and walk.

Good luck with that! Ageing population rely heavily on vehicles. Improve roads especially crossing the river!

Fantastic! We need more.

Sounds great. There is too much hostility towards cyclists from many people in this town, i don't understand the negative reaction every time there is a new bike project. I am not an avid cyclist but i would like to be. I would cycle more if i felt safer on our roads.

happy to see this work prioritized - we have so many areas in our city that aren't safe for pedestrians

A fairly good system for bussing, biking and walking does exist, but could certainly be enhanced, especially with an eye to connectivity and scope so that there is an option within reach of all edges of the city.

This needs individual support by citizens and I don't think this initiative will be supported by the community. I am an avid cyclist and have encounter hostility by the driving public. Very unpleasant and I try to be courteous.

Choices for Getting Around Comments

Safe bike lanes, more walking routes, better greenspace corridors and better sidewalks. The cost will be more but in order to make Courtenay a walkable, bikeable community investment in infrastructure is required. Also, by making it harder for people to drive - pay parking, reduced parking spots and incentives for biking/walking would be beneficial. Make 5th street and downtown vehicle traffic closed and just allow bikes, walking and bus transport as an option.

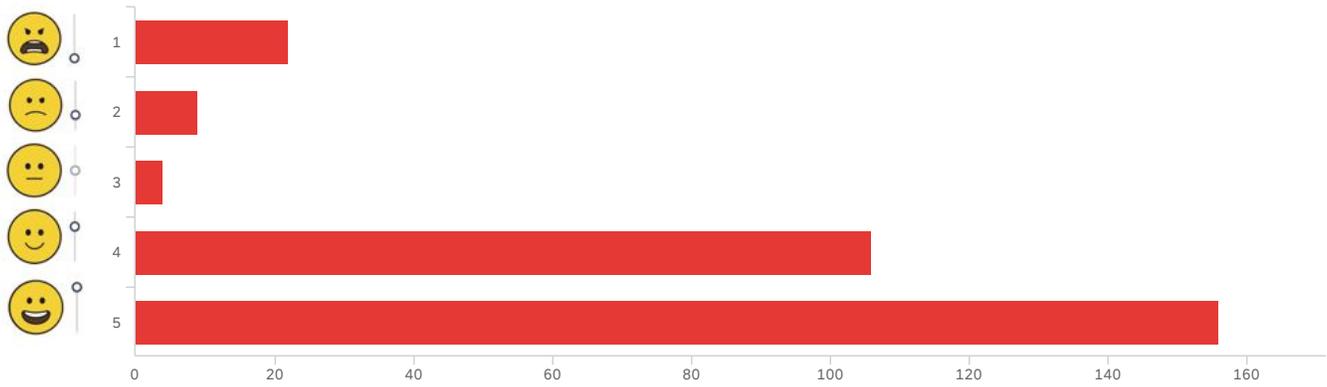
For safe cycling, we need more than just painted roads. Cycling paths need to be protected from car traffic. For the most part, I don't see that happening currently.

Transit - 40 foot almost empty buses are ridiculous. Need more shuttle buses, more rapid service and evening/weekend service. There's nothing if you go to a movie or concert at night. Again this appears an attempt to increase bike lanes, with little accommodation for others

This initiative makes me particularly happy.

We need a pedestrian/cycling third crossing, not another automobile bridge.

9 - Big Picture Decision Making Happy Face



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Big Picture Decision Making Happy Face	1.00	5.00	4.23	1.13	1.27	297

#	Field	Choice Count
1	1	7.41% 22
2	2	3.03% 9
3	3	1.35% 4
4	4	35.69% 106
5	5	52.53% 156
		297

Showing rows 1 - 6 of 6

9 - Big Picture Decision Making Comments

Big Picture Decision Making Comments

I'd love to see this happen. Great idea in theory. Currently I don't have much faith in staff's ability or willingness to make big picture decisions. Too often it feels like development calls are made by staff with a focus on a singular items at the expense of so many other stated goals in bylaws and the existing OCP. Tunnel vision isn't a hallmark of big picture thinking.

Yes! Opportunity costs should also be included in this model.

It sounds very desirable-let's make it happen!

dont really understand. sounds good though

Sounds good.

The initial high cost of some new decisions or technologies are a hard pill to swallow. However, we know that the cost of NOT considering climate change and public health is far greater in the future.

Ensure that future costs of today's decisions are accounted for (e.g. the installation of a road today has emissions and motor vehicle incident costs). Ensure that all incidents that occur on public road ways are investigated to identify root causes and those root causes that originate from infrastructure (e.g. speeding induced by too wide roads, etc.) are addressed by retrofits to the area to reduce the impact of incidents (e.g. no one is injured when hit by a vehicle).

Again, this is starting to sound socialistic and not based on all science. You also have given no information on how, what or why.

You have no cost accounting - in 2020 the City spent \$1.2 M on pension contributions and \$35 Million on bike paths. Don't waste my money - Courtenay is a very small city of 25,000 people with limited resources. It has very clean air, soil, and water and is over administrated. By your own data our GHG's are miniscule compared to the Province's or Countries average. What problems are you manufacturing to drive up our taxes and stop the bringing-on-of single family housing. You have a bias - and I bet each Councillor lives in a nice single family home, has never lived in a condo, never had a green roof, doesn't use solar power and drives everywhere, and doesn't take care of kids and work.

seems like a prudent approach

Natural asset management is key here. Owning the municipality's watershed is key here. Businesses within the municipality should also be required to do "full cost accounting".

We need to have more weight directed toward natural assets and the services they provide so there is more incentive to protect them. They are far more cost effective than built infrastructure and very under appreciated.

The Coastal Douglas-fir Conservation Partnership (CDFCP) agree that it is important that the City of Courtenay monitor the implementation of the OCP. If the opportunity exists, the CDFCP would be interested in being involved in the development of monitoring factors / criteria relating to the policies effecting the natural environment (terrestrial and aquatic).

Like snow removal?

Another positive! The problem is you are already way behind. A lot of catchup is needed. Why are builders in the valley still building on low bank waterfront? Reports have been out for years that Oceans are rising and they have been for years now. Why have we allowed development on the Courtenay floodplain? WHY have you not yet introduced a TRUCK ROUTE in Courtenay, especially when we have just gone through the 5th Street Bridge scenario?? Large heavy trucks are constantly driving through Courtenay on their way to East Courtenay or Comox without any stops in Courtenay before crossing a bridge! These very large and heavy trucks are driving through Courtenay, over our bridge and on to their delivery and then back through on their return. They should be driving up the highway to the north connector. This includes full lumber trucks to Home Depot, delivery trucks, including gas trucks to Costco, extra large cement trucks, double pup gravel trucks, supplies to the air base, etc, etc. all day and night!! Excessive weight and wear on our city roads and bridges not necessary. Excessive air pollution from the diesels! Excessive traffic especially during times of gridlock like the bridge scenario. I attended the open house in the Native Sons Hall and I as well as a number of other people there brought up the truck route point and it was enthusiastically received as a good idea and written on the board as such. Nothing has happened since including the information signs on the inland highway from both ends direct traffic to Comox, the Ferries and the Airport via the South entrance to town??? Why direct the extra traffic through town when people heading to the airport or ferries would be better off going to the north connector?

So good to see these factors being considered now! They have been ignored in considering impacts of planning decisions for too long.

I think this is hugely important. Social health is a huge factor in the success of a development.

Motor vehicles are a fact of life in Canada. As a cyclist, early planning of paths like in Crown Isle show how paths and roads can coexist in harmony. Affordability for middle class residents must be improved instead of the indirect factors listed.

Sounds reasonable

In the long run, making difficult decisions for the greater good works. In the short term, we need to find ways to share just how powerfully these decisions have positive and long term community and individual impact. That's the work: convincing folks who have a small and narrow lens on the world to think as expansively as this plan.

Something that also needs to be done for future responsible planning.

A bugbear of mine is the amount of open burning in the valley, particularly in the increasingly populated CVRD areas. One small open burn can coat a neighbourhood with carcinogenic fine particulates. This is very 1974 in terms of public health and air quality. I'm hoping this gets addressed soon.

Sounds good on paper but what will really happen in real life.

Generally agree with this plan, but, Do Not Allow Over-Developments in Any area.

sounds great

Seems like an educated approach. I believe the City can do what is necessary with the resources available. But if it means increased taxes for a healthier, safer, sustainable and more vibrant Courtenay... I'm okay with that.

Phasing out wood burning fireplaces is not the answer

Sounds great

I'm guessing this study was very expensive, and quite useless. The consultants that were hired to deal with the trees and environment were so ill prepared they asked who lived north of the river. When they received blank looks, someone piped up "you mean west of the river?" Every time a decision needs to be made, they hire a group to do a study. Waste of time and taxpayers money.

Today helps the future

Empty words. Where is the cost benefit analysis showing that we need step code five in our building bylaws?

This is a necessity and will lead to unpopular decisions. Unpopular decisions happen anyway.

Makes more sense than. short term economic planning.

I am concerned that there are no limits on the number of employees a City can hire. I think that this should be governed by the Province & based on the number of people who reside within the boundary, and any other special needs of that City. Currently there are no controls on the mill rates for home taxes that can be applied by a City...it is one thing to buy a \$1.+million dollar home & pay the appropriate tax on that; it's another thing to have an older home purchased for much less money, paying almost the same tax because of the way property values are assigned.

Understand the costs and how they will be regulated to meet the mandates. With this plan I believe Courtenay will prosper as the city expands in population to in-turn supplement the costs going forward

This is nothing new. All I see is the opportunity for the city to slow down and further complicate future development and growth thereby driving up cost of the end product.

This is way out of my understanding but if costs can be cut or spent carefully of course I am all in with that!!

Awesome plan!!! Let's see how that works without mixing politics into it!!!

No data to support full accounting.

You provided no rough order of magnitude tax impact amounts. Nor do you define who pays for what.

this sounds great but who will be in charge ? cost effectiveness has driven decision making to the lowest common denominator in the City

Only sensible but is a huge undertaking. I'm glad I don't care about the months of planning/permitting time that developers complain about now. Only going to get much longer.

costs need to be included because tax funds are limited

Full cost accounting - you have not provided any financial projects. More unaccounted for public spending.

I don't quite understand this goal. Need more info.

Let's be responsive to the taxpayer FIRST. And let's not make this nebulous and just lip service.

too my too city staff time is already spent unnecessarily on requested reports for the council. Many staff have now left and have received payouts to do so. We need to keep costs down of course but this is not the way.

Sounds great, but approvals here already take far too long. This sounds like they will take even longer

Will we ever take any risk when trying to make things better?

Taxpayers are not informed enough about the economic value of keeping wetlands, trees, natural flood control, etc. Too much logging has led to water quality issues, entirely preventable.

Sounds like a lot of rhetoric and wordy promises to me. It appears to be a very responsible and far-seeing way of planning for the future of the city. Hopefully this is something that can be brought into practice and maintained while employees and elected city officials come and go.

It's good to be prepared

Are your costs considering the significant use of this cities infrastructure by the large development happening in jurisdictions outside of the city? For example Union Bay development will add thousands of homes and even more people and cars. All driving into Courtenay for Costco, the dentist, groceries, a walk in the park, college, golf, a swim at the pool etc.... Do you have a satisfactory means for them to pay for the wear and tear, the congestion, the noise, the lines, the impact on our natural environment? Please please do not just plan for our cities growth, but double it.

Emphasis should be on sustainability, resilience and adaptability to future climate change trends.

A key thing to remember here: all new neighbourhood development road infrastructure paid for initially by developers immediately becomes a depreciating asset for the City. Infill, density and brown land development is key to reducing future infrastructure costs.

Just a good idea. So much better than 'development is good' approach which benefits developers and hurts the rest of us.

If the only way for people to realize the impacts of global warming and the oncoming apocalyptic climate change is to consider it in dollar amounts, then so be it.

Balancing the budget is essential

Thank you.

We can never invest enough money to stop the planet from warming so we must invest in adapting to the new, more volatile, normal...

This plan is introducing some big changes. Being fully transparent and engaging patiently and sensitively with the public regarding their concerns will improve willingness and trust in the community. Engaging with the community could also inspire some community leaders to step forward and initiate community programs that support these changes. I am very much hoping for the latter! Positive community involvement and support would make such a huge difference, and I am so excited to see these changes implemented.

How about no more leaf blowing with gas powered equipment.

Green economics accounts for the impacts of development on nature. This is so important. Environmental economics. I would like to live in a community with an even bigger emphasis on this. We are attracting a lot of people from Alberta and SK to BC since COVID, and the consumer orientation of people in the Valley has changed in the past 20 years. We used to be more green, have more bartering, more markets that were affordable not luxury. There is room for all of us here, so let's not go mainstream and change the culture that we're known for.

You have not provided one cost analysis in this entire document - 200+ pages. Full cost accounting - what are the cost implications to tax payers? If I live on a fixed income I and I am retired - I need to understand the cost of these desired actions.....

I don't understand what this means.

This is very forward thinking. I really hope this will be the case and not just lip service.

A sound approach.

Couldn't be happier. This is absolutely critical for all levels of government and society to incorporate full cost/true cost accounting in order to ensure sound decision making. Optimizing for a single variable can have dire consequences. We need to consider the whole.

Planning for the future seems wise.

Taking a more bigger picture approach to decision making is generally a good thing, however it needs to be balanced with not becoming bureaucratically paralyzed to make decisions in a timely fashion. I would also suggest caution as to how much consideration and weighting is given to external agencies in order to not corrupt the City's mandates and goals!

Big words

Excellent. Very important. Thank you! I would feel proud to live in a town like this.

How can you accurately calculate these costs...? Sounds like a way of creating bigger budgets for your projects

Let's make sure that solar panels, EV's, and low-productivity transportation options are subject to the same scrutiny. Further, we'll need a lot more quantitative data than the OCP chose to present. Doubtful that the City and Council are up to this task.

Nice idea

Good

As long as taxes are not too high that the average person can not live. Already the taxes take every bit of extra money that I have and I can not afford a vacation or a better car.

Yes. There is a cost to not addressing climate change.

Wow! YES! YES! YES! The decisions the City make have implications for health and wellness, climate change etc. If we don't make these connections and consider the big picture when making decisions it will be impossible to achieve the vision and goals of the OCP. This is a change to the status quo and a systems change that requires acting with the big picture in mind!

Climate change is only a problem because there's too many people moving into the valley Start selling it to the world We're full

Now that's wisdom. Very much support this approach.

Let's get it done and lead the world by example.

Seriously, it does not matter what the city does. The costs will be higher then quoted and no ramifications are ever faced by the city's officials or representatives that make bad choices from there ivory towers.

Not too sure what this means.....I'd like to see NO SMOKING of any kind in all public parks, especially Puntledge River Park! Why hasn't the city put this into bylaw a long time ago?

I'm glad to see this aim included.

Makes total sense for proper asset management.

We should be growing and improving our infrastructure not just maintaining it.

All words and no action, stop wasting the City staff time on things that Council can't control, perhaps then there would be less staff turnover and the real work could get done.

I am very concerned with your statement: "indirect costs associated with climate change impacts, air pollution, motor vehicle collisions". There is a history of poor decision making and project management by the city (5th street bike path, 5th street bridge). This sounds like a pandora box. I have no idea what costs you are talking about...

Take action now, do not study these changes to death! OCP's are costly and often futile for their lack of initiative and implementation. Enhance the Cty. lifestyle - people live here by desire not by necessity. DT Cty is the heart of the Comox Valley and very special and unique. It requires easy access for people and their current modes of transportation must be met as proposed changes will not happen overnight , ie 15/25 yrs.

We are a long way off from a society with out individual vehicles and need the infrastructure developed now. Another bridge is a must but not just a bike bridge

So important to look at the big picture

Difficult to understand and how this will be applied.... again people will move to where there is more pro development approach.

transparent accounting is important. Some actions (like climate change measures will cost money and it is time we did the right thing)

How about taking the revenue approach, the city builds it and the property taxes pay for it. how far behind is the city currently with infrastructure projects and why does that have to limit growth into certain areas?

Moving towards this big picture approach to decision making where money is only one piece of the puzzle is a mature and transformational shift in thinking. It is not an easy approach in a capitalist system AND if the City can find ways to quantify factors that are not financial and include those in the decision making process, it will take a giant step toward sustainable living for all of us

Makes sense

Oh like the fifth street bridge??? over budget, over the deadline and a useless repair. It should have been made wider. It was over studied, another waste of money, for years before the wrong decision was made. With all the additional traffic from all the buildings and homes being planned a third bridge is required. Just think how much pollution would have been less of you could drive from the co nectar over to the dyke instead of all the way around stopping and going and idling at every light.

A proper and funded maintenance program that doesn't rely on the will of council would be nice, so we don't have another 5th street bridge issue of deferring maintenance for years.

Looks good on paper. But this is a lot of vague words. Where is the reduce taxes as the community grows and tax income in increased from new development? Instead of spend more money on staffing to take full cost accounting model, where the city created vague wording in an OCP that staff need to guess at what it means, becomes outdated by 2030, spend 5 years changing it back.

This will take too long and cost too much \$. The only thing we need is another bridge

Sounds good, but I don't know much about this, so no comment.

Inspiring!

Financial and budget decisions are key to capacity building and commitment to short term ACTIONS as well as long range goals.

There is absolutely no way of knowing what the costs will be associated with climate change this type of accounting is ridiculous.

Thank you for doing this and making council very open..

yes

Wish people had done that years ago

The plan looks good. Action on the plan will determine how good the plan actually is.

It is good that externalities are considered. I think the biggest thing that Courtenay could do is limit car traffic in the city. Cars (and trucks) pollute and take away space from pedestrians who give the city life.

Life cycle costs of municipal infrastructures? Fabulous! Somebody has been reading Strong Towns

Brilliant - if only every community and corporation worked this way!! The area quality in the area that I live is very poor during the burning season. I know it is impacting the health of myself and my children and that is very haunting.

Makes sense but another issue that requires more education of the citizens. I think once people understand the concept of the triple bottom line they will accept the implications

This is long overdue

Agree

Sounds wonderful.

Why is this a change? Why not done previously? And why the delay on air quality? Our infrastructure also needs serious thought.

smart Fiscal planning is so very necessary.

It's about time.

First, get away from reactive thinking..ie, don't fix it until it breaks. Let's start with what we have and work from there. How can public health and social services be part of climate change, motor vehicle crashes etc. Seems like a very diverse project. why not divide into smaller bits?

Good job! Keep up the good work!

I'd like to believe this, but I don't think it's possible under the current council.

not everything can be measured simply by cost. the City has to strive to build considering the human factor - aesthetics cannot be measured in dollars. What is the overarching architectural vision? what look are we trying to achieve?

This is almost certainly going to be abused. refusing to cost on externalities is how predatory capitalism works - given that all the companies the city contracts with are predatory, they will endlessly seek to ignore externalities. It is good that this is being recognized, but given the poor quality of people that run for office [REDACTED] you can be sure that elected officials will do everything possible to prevent this system from working as intended and will somehow be used to funnel even more money to those who need it least. A good idea in theory, but one I really doubt you will be able to implement.

Local wildlife diversity and habitat impacts should be considered.

This seems obvious to me - if it was not a part of city planning before, it was very short sighted.

Climate change impacts?

Would be cool if you were transparent about how much is going where. Not hiding things. Not property taxes going to staff raises...

Exactly. Long-term affects of bike lanes and trees reduce health care costs.

A key step in moving to more sustainable and justifiable decision making - we have had a half-century of poor 'profit-driven' decision making. This has seriously warped societal expectations and decision-making that will take generations to alleviate!

Yes it's about time! Embarrassing this hasn't been how municipalities operate already

Finally, some discussion about infrastructure.

Doubtful anyone can predict the future and its costs. Seems like we're in too new of territory. Also will each project be bogged down by endless consults to try to cover every aspect?

seems like a good idea but it also just sounds like the price of everything will be exponentially higher and we wont be able to build anything. or we'll have to hike taxes exponentially to keep up.

Of course, please make decisions with long term costs and maintenance in mind.

I have been arguing for full costing of externalities since college decades ago. Again, voter engagement.....

Glad to hear it. Thought this would be standard practice.

I have not taken the time to find out what this actually means really. Sounds reasonable. I am a firm advocate of balance budget and despise deficit spending. I support programs where money is saved before building something rather than borrowing to have it. In the end, the frequency of projects is not increased by borrowing. Only the start date. And of course, the overall cost.

I don't feel the budget has been great lately and the taxation system used for property tax needs a complete overhaul. There's zero reason to use the assessment value in calculating taxes. All properties should pay equal shares in property tax. The property tax should be based on each property owning resident. Every resident should pay equal taxes not some less than others, some more than others based on what areas are in a hot market at the moment. Equal shares across the board.

Full cost accounting is essential if we are to continue to enjoy the Courtenay we now love. All one needs to do is look either to our immediate neighbour, Comox, or to our own Crown Isle to see the true costs of near unbridled development.

Yes, keep the wider long term lense in play

It's unfortunate that present governments are trying to download tree costs on the next level. Nothing is for free and BC is getting priced beyond what most can afford.

This should have been in place years ago. But I do see significant ongoing costs involved.

Would like to know more in terms of specifics to understand this

I doubt we possess the capacity to determine such long term costs, given that we cannot even allocate a correct budget or time frame for any of our City's projects. Focus on increasing infrastructure capacity & your tax base will grow to a point that allows such large scale ideas, but for now, this is impossible.

Agree

I think this will allow for appropriate long-term decision making.

Again...I am concerned that the end does not justify the means. Would you starve yourself on a daily basis to lose one pound in a year?

clearly only thinking in terms of money is not working. This action item has to be followed to the T every time. Or else it won't work.

Again why would I trust anything you say, just look at the bridge

Families with vehicles have more opportunities. Those who do not - fail to thrive. Teach driving in school. Help kids get their licences and adults get their full level licences. Open their minds to a whole world around them. Stop putting them on a bike seat or a bus seat and open their eyes to environmental issues in other countries... not just in their tiny, isolated, local neighbourhoods.

Big Picture Decision Making Comments

I'll believe it when I see it. There were so many protests over Wal-Mart and the city just ploughed through, pulling land out of the OCP, changing bylaws giving big corporations whatever they wanted. This is probably the 4th or 5th OCP I have looked at, a lot of public time is spent on this but as soon as the city wants something the OCP is thrown out

Should be done carefully. The middle class is already over taxed

Fully on board with forward planning, it can be easy to waste a lot of money on projects if you don't take into account future risks

If only all levels of government could think like this.

Taking negative and positive externalities into account is a good move

Let the land owners make their own choices. The city is not smart.

10 years ago, this place was a paradise. What's going to happen in the next 10 years? It's becoming deplorable with influx of nationalities and low lives.

This will always be controversial and no one likes taxes increased, but it seems logical.

Good shown us! We haven't seen it yet!

Any home values over \$1,000,000 should have a municipal wealth tax applied. No one measure will ensure housing affordability, but a combination of tools like this will help bring living costs under control and ensure a degree of equity amongst residents in paying a "fair share" for city services.

If we don't start doing this the costs of keeping the City going will increase even higher. The strategies for being greener are available. Everything we need to do is being done somewhere. Nothing has to be invented to achieve these goals.

This is great. Making decisions under this rubric will automatically encourage densifying, energy retrofitting, and building out active transportation.

totally understandable. no one can predict the future.

I think driving incidents happen because people are either A) not remembering to leave space behind the vehicle they are following And B) running yellow and red lights in congested intersections (we see it a lot on 17th up from thirties on Kilpatrick) And also roads such as Kilpatrick need better lighting especially at night as there are many cross walks Maybe more warning signs to get drivers to slow down before major intersections, (maybe a take from the Courtenay Fire Department would be a good idea to see where the works needs to be done ie where do they respond to the most and why)

Good luck being accurate on some of those priorities.

Worthy goal. It's important to remember why people would want to live here over any other city - it's the unique natural environment that Courtenay offers, mountains to forests to the sea. Cleaning up derelict sites and improving the beauty of the city (not just visually, but air quality too) will help improve the "vibe" of the city.

No comment on this one.

Great

the policy are not clear enough! Highly recommending, more experienced city planning departments, maybe out-of-office consultants. I understood City had trouble to hire more qualified professionals, but there is a reason why.

Absolutely! We should always be cost conscious and have proper planning within the municipality.

Nature and its services should be part of this one.

Well that's a pipe dream. It took years to decide to do the fifth st bridge which is still already outdated. and over budget. and past the deadline. If a decision could actually have been made in the first year of discussion. o stead of many years later it would of been less expensive. To much time and money wasted on study after study

I think this is absolutely wonderful, but I hope that there will be contingency plans in place for unexpected costs, and unusual circumstances (i.e. Covid)

infrastructure projects rarely get cheaper. Invest in the community now when interest rates are low.

It's good to consider all those factors but let's not make the process over complicated or obstructive.

This is how it should be. I expect we are all paying the consequences for quick-fix, short-term decisions made in Courtenay in the past.

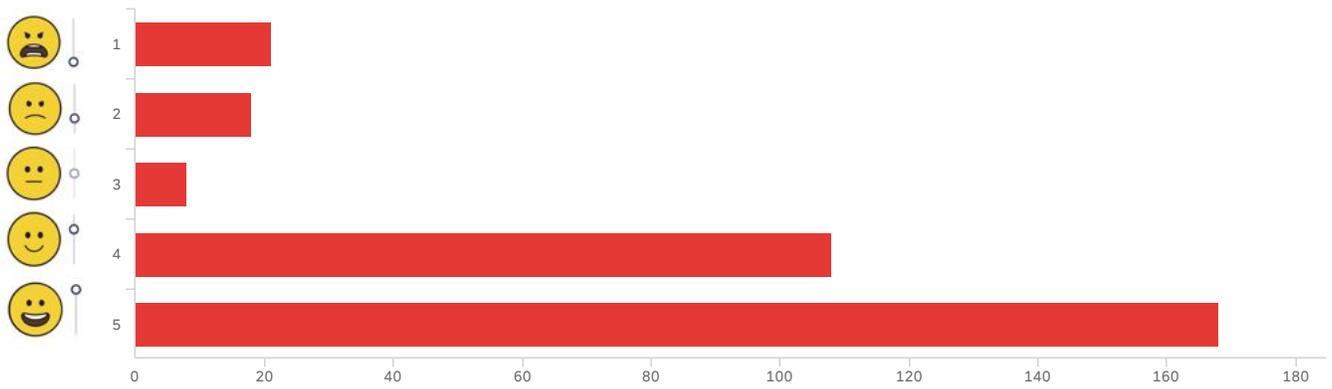
If this is used as a means to make sound decisions in the greater interest of the community then this would be a solid initiative.

Agree we need to look at the big picture and stop focusing on today, lowest cost option. In order to create a community for future generations changes need to be made on how things are accomplished.

Consider all the costs of "externalities".

This City Council is a joke as far as cost responsibility. Roads are a mess with potholes/sink holes. The fifth street bridge repair has become a fiasco. Garbage pick-up needs to be supplemented by city staff. Snow removal, even on Ryan Rd. and hospital access is inadequate. Why are there no enforceable penalty clauses for non-performance in contracts being signed? As far as the approach to the street drug challenges, the city has failed abjectly.

10 - Everyone Has a Say Happy Face



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Everyone Has a Say Happy Face	1.00	5.00	4.19	1.15	1.32	323

#	Field	Choice Count
1	1	6.50% 21
2	2	5.57% 18
3	3	2.48% 8
4	4	33.44% 108
5	5	52.01% 168
		323

Showing rows 1 - 6 of 6

10 - Everyone Has a Say Comments

Everyone Has a Say Comments

as it should be

Barrier free future! Equality for all.

In general I support every goal and approach described in the survey. This city is on the right track!

Again-another admirable aspiration-let's see it happen! It'll be a FIRST!!

sounds beautiful

... i hope that there is sincere accountability to this concept...

As long as we are truly considered and not just "listened to" while keeping your original agenda.

I hope that the more affluent in Courtenay's society are ready to engage in these discussions. We have seen an increase in Courtenay's population. These are people who have come from many different backgrounds and perhaps are seeking many different lives here. Let's hope that we can all share the care and concern for our delicate Valley and find a path forward together.

Too much public engagement will prevent the city from achieving the objectives of this plan, engagement on individual developments should not be allowed. The OCP along with its supporting plans and bylaws should define what the City of Courtenay wants to achieve, the public input should be taken into account during the development of these documents not when a individual development is proposed. This will also ensure that developers have greater certainty of approval if they meet or exceed the requirements that have been set. Individual development applications should be handled by city staff and no council involvement should be necessary if the development meets the requirements.

I agree, we should all be able to have the conversation. How do you plan to reach out to all citizens for this input? Just a poster here or there doesn't cut it. I only found out about this survey last minute from an acquaintance. If you want to engage the community and have real conversations on these massive plans, there needs to be much greater effort put into informing all the citizens and setting meetings to meet with them. Otherwise, you're not really being that inclusive.

Clearly your plan is very bias towards women - dark skies, no cars, high housing costs....

Hopefully this will mean a lessening of the old boys grip on Courtenay

sounds good

If we want everyone to follow the plans and regulations we create then everyone needs to be able to get their dibs in. If people feel left out then they won't feel the need to follow plans they didn't help create.

Another very important point

No specific comment.

I appreciate the opportunity to add my opinions on the OPC. Having lived in the area for close to 50 years, this is my home. I understand why people want to move here, I have loved living here and growing with my family in the valley. What I see now is growth that is happening too quickly and, as has always been the case, somewhat due to greed. Its not that I am not prepared to share what we have but the fact that I don't want the change to happen at such a pace that Courtenay, the Comox Valley, is no longer a place that we enjoy living or the place people who are moving here expect to find after hearing how wonderful this place is! Lets keep Courtenay the Jewel that it is, slow down on the development (not stop), design the community we all want, and cautiously move forward at a slower pace!

We all live here together

I agree.

The middle class is shrinking and needs a voice in the town development. Families need to feel that they are not being squeezed out of the community and no longer able to afford to live here.

so important

I think I read in the plan that the City is committed to considering a systems approach to gathering information and making decisions. I love this. We continue to build communities for a very few folks -- we need to see and acknowledge everyone and create communities for everyone who lives in them.

Also a requirement.

Just study what is done in happy community countries in Europe and do the same. You are never ever going to satisfy everyone and don't waste time trying. Just crack on.

Lovely. Thank you!

ENSURE 'the best people for the best job' is The practice followed, using the same policy in All Decision Making!

good

Baloney!

I support inclusion and intentional consultation.

How can you say we are equal but some must be more equal? We have elections every four years, everyone can vote (and should). You, our elected representatives are elected to make decisions for all of us. If I don't like your decisions I will vote accordingly next time. We do not need 'special' considerations and referendums for your decision makings.

Equity is the rising tide that lifts all boats

How can you use equitable and special consideration in the same policy?

Religious facilities must start paying their own way and not be tax-exempt.

Important to have an inclusive and diverse community where all voices can have a say and feel heard.

This sounds good in theory, but you need to have some measurable steps in place to ensure that it happens.

Agreed.

This essentially says that the voice of Courtenay taxpayers have no more influence than someone that lives on the street. By singling out one group or groups is in and of itself discrimination.

Not sure if the Regional District is included but as an Area B resident who depends heavily on the communities of Comox and Courtenay I hope I would have a say! I sincerely hope that the OCP will be used well for our community's future!!

Need more time to consider. Want questions answered with references. Want to know who will pay.

Need more time. I want to hear from developers. New development needs to happen - now. What is in the pipeline for new development? How can you encourage and support builders to build more now.

excellent as this would be new to the city but will planning accept this?

More pie in the sky verbiage. Sounds great but means little in practice. Is equitable participation on a per-capita basis or does it mean minority vetos? This seems to encourage single-issue thinking and the politics of grievance, of which we already have too much.

I understand this will be very difficult to do and enact however I do applaud the city for it's approach and efforts to date. Good luck.

Seniors are discounted from your plan - as are single family home owners who contribute most to the tax base of Courtenay. Women are also discounted - walking around in dark tree covered streets after dark is dangerous and puts women at high risk of attack.

I feel current council is cognizant of this.

It looks nice on paper. What I see in reality is that the silent majority has diminished rights in the face of special interest groups. Their needs and rights supersede others. It's reverse discrimination

Having an input into changes I think that all of us will appreciate ...especially those who may require something more specific to their needs.

Public input over the years appears to be mostly limited to city hand picked stake holder groups (special interest groups) and not the wider public as a whole. Input should be gathered by mailouts to all citizens and businesses to ensure all citizens have a chance to be informed and involved. Currently only technology minded and internet connected individuals have reasonable access and it puts others at a disadvantage when it come to a day in thru community. This is even more the case during covid as gatherings for input are non-existent.

Everyone has an opportunity to vote but most do not - we should not be going out of our way to give any one group of our society special consideration. We are all equal - let's price it by treating everyone the same.

Sounds ok.

Just remember, a token representative from any of the above mentioned groups does not constitute "equitable" participation.

Agreed.

I support a diverse community and ensuring that Courtenay provides equitable access for all groups. I support all efforts towards reconciliation with the local indigenous peoples, and partnerships that support a more vibrant community. Courtenay is not very ethnically diverse, and we should ensure that we do not condone or encourage divisive white supremacist or racist elements that we have recently seen with the convoy events.

Make it easier for us common folk to have a say. Developers have lots of time to push their agenda while others have to work, raise kids and have a life instead of going to meetings about our cities future.

More diverse voices helps better reflect the community, always.

Good in principle, but the council are paid to look after all these problems and plans for the community - so you should make the decisions. Asking everyone what to do will just slow things down and nothing will get done.

This is what I love the best. I find the City of Courtenay to be much more involved, with the people they represent, than Comox. You actually listen and ask for input.

Hear everyone but make decisions based on expert advice.

Inclusion rocks.

Good idea, however, I only want citizens and tax payers to have a say. I want to hear the many voices of our community. No one voice supersedes another that's equity.

Sounds like woke mentality. We need to accommodate everyone, but at the same time the majority should be given the highest consideration.

Agreed.

The more people engage the more committed they will be to our collective future.

Special consideration is one thing - I agree. Make sure the planning is available to all. If by special, you mean, more of a say, heavier weight to the minority, I would not agree. We have a bit of a reverse "fairness" spectrum happening these days in many of our societal beliefs. A person is a person and everyone counts but you don't count more because you're rich...young...have a better job...are black...gay...thin.

I am pleased to see this included. As a long time resident of the Comox Valley (born in Cumberland), I remember the days when council was an "old boys club" (White, and primarily conservative) that did not make decisions based on the whole of Courtenays population, but a select group. This is the best council in the history of the city, and mainly because of including all residents in decisions.

I am a firm believer in an open, fair and equitable processes for participation, however I caution that this needs to be done to a degree that respects the fact that City Council is elected to be our representatives and we entrust them to be aware, understand the matters and make the best decisions possible for the interests of the community. The City needs to ensure that the community is aware of what being proposed, and make opportunities for input/feedback, but only to the effect that it informs City Council so that they can make decisions and set direction, beyond that public engagement can become "mob rules" and causes a grinding slowdown of decision making!

Sure. Don't feel the city is actually involving it's community. Not informing local residents actively and directly what is happening in their neighbourhood

Would like to see neighbourhood planning with inclusivity opportunities to avoid segregation and us vs them mentality.

244 pages in Draft OCP, 222 in Baseline Report. The word "taxpayer" does not appear in either document. Let's remember that inclusivity applies to all stakeholders, not just the groups targeted in the draft OCP.

Not sure this works with land values the way they are. My household income is close to \$200k and most new housing is out of reach

Should already be happening

I would like to see International Students taken into consideration as a very important part of our community.

Lovely idea but will never happen

Yes! Often it's only people of privilege who have the time and means to have their voice heard.

This might be the most important one! If we are to have an inclusive community here everyone feels welcome we absolutely have to be open and do the work this one requires. And it is work for us white settlers and people in privileged positions! If we do, it will benefit absolutely everyone in our community in so many ways.

How about giving the people that were born and raised here more of a say

Canvass their needs, sure, but let's not let the tail wag the dog.

Yes! Inclusion is power.

Follow up is key. If you ask for citizen input they need to know what happened to their input.

Let's try to help small community business make it here instead of more red tape and taxes for them. At one time government was for the people now it's the people funding the city's ivory tower mentality.

An under represented group is the Christian community. We are a silent voice tolerating many un-Godly things in our city. Our schools allow chanting in yoga classes (Hindu and Buddhist practice), Indigenous prayers and drumming, confusing sex education, BUT do not allow Christian beliefs.

How it's done will be important. Adding a survey to existing casual events, and holding drop-ins along one's normal neighbourhood walking routes, are more tempting than advertising an OCP-driven event.

Everyone has a say. But let the experts do the work and make decisions

Sounds like a perfect priority for a healthy community.

nice

You are talking about collaboration, but the municipalities in the Comox Valley do not collaborate with each other at all.

To be a community plan it needs to involve the whole community not just select members who have access to get involved in local politics.

In many respects Courtenay is a unique and ideal community the way it is and the primary reason why the current demand for housing is so high and supply so low as it is driven by all its many attributes. We are a destination for Penurbia that will not change into the foreseeable future. Changes as suggested by the OCP must be sensitive to the challenge of complementing this lifestyle, not immediate major changes.

I totally agree we cannot run our community by an elite group of people. The number of people that have the ability to commute in life by bike only are a small minority.

Yes! Some way of including long term public advisory teams to make sure community input continues to be considered.

Difficult to understand how this will be implemented.... ! Currently everyone does have a say. what about neighbours affected by a development... will they be able to have their say and be understood or will their voices and legitimate concerns be dismissed as NIMBY??

not everyone is inclined to complete an online survey or has access to a computer. Taking the survey live to certain locations is another option. Example - the library, The Junction; senior's housing

Sure thats great! But i have seen too much reach out to all demographics and it seems that you are picking who you are consulting with

I do JEDI work and can't be happier to see this commitment. It is also not an easy one to keep - because it means "meeting" on street corners, at hours that are not traditional 9 - 5 hours, asking questions that might open the door to very difficult truths being shared. AND it is THE right thing to do - thank you for this!!

Supportive

ok

ha! I remember attending a public open house for the tree bylaw so our voices could be "heard". Nobody listened to the concerns presented and it seemed it never mattered anyhow because the bylaw was pretty much a done deal already and pushed through by the City shortly after

More engaging "town halls" would be nice (after covid restrictions of course)

Deciding to make change to the OCP during a pandemic is not the most ideal time!!!!

It's sad that this has to be one of the big 10. This should be a given. Rental caps would be a good start on an OCP big 10 and incentives for developers and home owners to do that. Has no one been following that rental rates have gone from \$600 to \$1200 for a bachelors suite in 6 years! And yet the city just keeps increasing costs.

Way too much time and money. We elect a council and everyone has the right to vote in the representatives to look after these groups. All the consultations cost money and waste time

Yes, everyone has a voice!

Thank you for continuing to share information and invite input.

Facilitating inclusion for all will require a 'deep dive' into the community development process with trained/experienced staff. Efforts should be made at the outset to attract the necessary staff and/or provide professional development opportunities through in service, workshops, internships. Staff reorganization and new job targets will be necessary.

How will language barriers be addressed?

Hopefully decision making that will affect all citizens will reflect what is best for the majority of citizens and not just the few.

Finally, not just listening to the developers

People shouldn't be defined by putting them in categorical boxes. Its demeaning.

Yes, as long as there is in fact equal say, not just having underrepresented groups drive the decisions.

More should be done to encourage these groups to participate in civic action, and to give them opportunities to do so.

This never happens as we've seen with most projects around the valley. Small fringe groups that yell the loudest always get the decision.

Yeahhh riiiiight.

Great ideas and good that everyone has a say--maybe even the homeless as to what THEY wish for.

yes

The more diverse the input the more encompassing the result.

This is huge, encouraging diversity and accessibility will open up the city for more people to create what the city will become. As part of this, discouraging the use of cars/trucks can go very far into making cities a more attractive and accessible space for everyone.

Yes! Yes! Yes! We absolutely need to start listening to the voices that have been ignored for so long. Please find ways to create the space for new and shut-out perspectives. This is a hard and important job.

Good ideal but the devil is in the details

All groups need to be considered, but hard decisions need to be made on what is in the long term best interest of the community, not political expediency.

Agree. Every voice counts

Yes. But hope that everyone's opinion will be taken into consideration & that the developers' voices are not the only ones listened to. So ugly @ the QF in Comox. Could be slum like in a few years. Look @ Whistler. No charm anymore..

Great and I would recommend more plain languaging to be more inclusive.

Sounds good; how exactly will you implement these changes?

very important to ask the people who are directly impacted.

transparency and regular check-ins about how you're accomplishing the goals you are setting out in the OCP

How can you not include sex in those definitions! Make Courtenay a safe space for women.

Yes, first transparency in government to start. Then give people a chance for an opportunity to speak their minds. This statement just smacks of government rhetoric. Looks good on paper.

Tried to quickly find the voter % turnout for municipal elections. Anecdotally I believe it to be low. Apathy may be hard to overcome but at least you're going to try to assist people to have the opportunity to contribute in a positive way and have their voice matter.

The most important thing is giving voices to underrepresented groups

I don't believe this is possible under the current Council either, but I would dearly love to see it happen.

sounds great. how will this be achieved?

NIMBY geezers have ruined this town and stalled progress for decades. Allowing them more say will continue to prevent progress. If all white people over 55 are not allowed to have input, this could work. But that won't happen and this supposed "giving everyone a voice" will only serve to make the entitled loudmouths who oppose progress even more vocal. The people of this town REALLY suck - so asking them what they want is a mistake. They are selfish to the core and don't care about the community whatsoever. Look at who they elect.

Equitable access to input is a good step. Participatory quotas, or weighted results that increase or decrease the impact of feedback from demographics to better represent the population makeup (and the projected future demographic makeup) should be considered. Some demographics are more likely to engage in the consultation process regardless of equitable access, and their opinions and needs may not represent the whole well.

Waste of money! We don't need this

Absolutely on board with that Tell me when it starts.

Yes. Watch out for the small town founding fathers affect. Too often long term business owners have too much say. Need new input based on science and international civic planning studies.

Ensuing everyone has a say is a vital right - but with that right comes the responsibility to be informed about implications for both the individual and the community! Too often in our society, the responsibility that goes with the 'rights' people expect are forgotten (especially by those that have benefits currently)!

Are we not doing this already ?

I worry that OCP talks about partnering with District 71, but ignores, it seems, partnering with North Island College. The Province has NOT supported higher education and has forced community colleges like NIC to rely on the tuition and fees paid by international students to balance its budget. And you do know that NIC is operating right now in the RED. The Provincial government has given them "short-term" permission to do so claiming its drop in revenue to COVID related. Nope, its drop in revenue is lack of support from the province. Part of what makes Courtenay so attractive is that college. Start to pay attention to it.

yes, you should be more diligent in working with less represented groups or groups who aren't as organized as others. proper stakeholder identification is important.

Our community should be welcoming.

How one does this determines effectiveness. Engagement needs to be led by the administrative executive responsible and people will know in the first 5 minutes whether that executive really wants advice on choices!

I agree that everyone gets an equal say, no issue there. The issue I usually have is that the silent majority isn't often heard due to its very nature (silent). Brexit is an excellent example. Point is that minority opinion is often more vocal and seems to get interpreted as being much more widespread than it is. The silent often begrudgingly shrug it off as they are busy working and with their lives to protest. This is then again misinterpreted as acceptance. Just make sure you do mean to listen to everyone. Not just those talking loud.

Oh, stop it with the woke crap. Everybody already has a voice, and what you're suggesting really means to give everybody but straight, white people MORE voice. Just quit it.

Fair isn't when everyone gets the same thing, it's when everyone gets what they need.

I agree....as long as everyone has an EQUAL say. All input is good but decisions must be made based on what is good for the majority not just special interest groups.

Very important

All opinions on City matters should be held equal & not be weighted by the gender, ethnicity, religion, or identity of the person behind them. Anything else is wrong.

Agree

Yes and I hope you'll act on action item 4 where you do approach under-represented groups as it is not equitable to have, for example, an open forum where "everybody may attend". Some folks will not be able to due to the circumstances of being an underrepresented group.

Everyone should get an "equal" say as residents of Courtney, BC and Canada. Too often now reverse discrimination is used where "special consideration" means these groups are prioritized when applying for positions, grants, etc. Reverse discrimination only insures continued tribal (us against them, you against me) behaviors.

People should actively be sought out and City Council should be made more accessible than it is. People get bored in council meetings, but staff should be required to consult with many of these groups the same way First Nations consultations are required.

We are all Canadians, we should all be treated equally, there should be no special interest groups, these groups always want something special, do what's best for everyone not small vocal groups

Stop putting labels on people! The more "diverse labels" there are... the more division. Love all and love unity. Families that thrive... stay alive!

But big business is who the city listens to

Even though I like this, I don't feel it will affect me much. Don't feel my opinion is that meaningful.

Equality is color/religion/sexual orientation blind. Stop trying to take rights away from the mahoruty to give preferential treatments to others

Special interest groups should definitely have a say in this plan, but so should the rest of us who represent the vast silent majority of average people. I like the lifestyle I have now, and I don't feel the need to change it in order to accommodate everyone.

Whole heartedly agree!

Support this

Agree that everyone should have a say in the direction that Courtenay takes

Ug !

This seems positive.

Great more engament is good ... how about engaging the people that will actually be able to build these things like developers

Clearly need an election

Ok, great idea, but this seems to be a fairly cookie cutter approach to community outreach. HOW will the city ensure this is implemented?

Yes

NIMBYs have had their say. Let people who work and live in the community full-time have theirs. From youth just moving out for the first time, to twenty-somethings trying to build a career and family. To people starting over. To retirees who are on fixed incomes, and seniors who need community support. Everyone marginalized needs to be in the forefront, because they are the ones who need help.

This may be one of the hardest things to accomplish. People tend to participate when they have an interest in something or feel that they will be impacted by a change or new direction. It will take skill to work with the varied opinions, some of which will not be supportive of the changes proposed in this amazing document. The tyranny of the negative minority will need to be managed.

Only works if the community is listened to and from a range of age groups

fair is fair

Great idea as those with disabilities and many elderly and those who work full time but still can't make ends meet need to be heard. And representatives for those who are experiencing drug problems and homelessness

This doesn't seem to happen in the Comox Valley - lip service only. Would be nice.

Sounds good, although I am seeing that the loud voices of minority groups are taking precedence over what affects the entire community.

Sounds nice, but hopefully all the competing needs don't cause gridlock and inaction.

Everyone should be included

There is no restriction of the behaves of city employee. They are destroying the city and residents' life. A clear policy will help to improve.

This is a very general statement. Given a recent experience with the City, public input is not desired nor is it taken seriously. It's hard to take this part as genuine.

Nobody has a say....it is usually already a plan by the time it is presented to the public for their feedback which none of it is ever listened to

This is a wonderful idea, but I think special consideration should be put in place for those with barriers i.e. having meetings in more local locations, small group meetings instead of huge groups of people, supports in place in order that people can understand what is being expressed.

Participation good.

Sounds great.

It goes without sayings (yet needs to be said) that this is how society should work!

A happy community is one who was part of the process. In order to do this there needs to be staff resources dedicated towards these public engagement and communications needs.

Nice in theory only, but past experience is that Council only listens to those who support their pre-ordained agenda. Democracy starts from the people, not from the top down

Inclusion and diversity lead to good discussions, and hopefully good outcomes! Not everyone will be happy with every decision, but everyone deserves a chance to have their respectful say.

Most people will not participate. That's on them, not taxpayers.

final comments - Other Comments to Share? Comments

Other Comments to Share? Comments

By and large, I appreciate the direction this proposed document lays out. It's an improvement on what exists currently. I've participated in many community engagements over the last many years and generally feel like much of what I feel is echoed in the consultant reports and this document. My fear is that all this is theatre, tangible action won't ever come to pass, and the status quo will stumble along into the future. My fingers are crossed in the hopes that this new OCP is adopted, the ideas in it take root, and staff has the capacity to move these concepts forward with nuance and care in a timely manner.

Thanks for all your hard work on this plan.

Very noble aspirations however I am somewhat skeptical as to why more attention hasn't been paid to these issues before now. Because of the timing, I wonder whether they are going to be implemented at all. I also support household composting and know that we could reduce our carbon footprint by implementing this. Comox, which has a smaller tax base, has implemented it for some time. What is the problem with the City of Courtenay with its larger tax base?

Courtenay needs a "Free wall" a space where people can express themselves legally in mural form.

... in regards to what perhaps may be considered to be "Social Infrastructure"... with all of the Density being added around the Courtenay Riverway Trail... for example... specifically between 17th street bridge along to around 26th Ave... where there is a huge Senior's Complex being built... i think that there needs to be a proper washroom facility built by the playground... (yes i know there is a small one at the marina)... but i think that with the increase of housing and socializing that will occur... it is a Huge Oversight that there is not already a proper washroom facility... near the beach... and playground and picnic area... i live in this neighbourhood... and there are people of all ages that use the estuary trails to recreation and fresh air... ideally with all the increase of housing... more picnic tables... and perhaps an official building to gather in... and socialize... to rent out for birthday parties... and reunions... and such... that is a very common thing in other cities i have lived in... that include a washroom facility... in the design... would be a great idea... but perhaps that's a BIG idea... and so just a proper Washroom would be lovely...

Thank you so much for initiating this participatory engagement process. It is so encouraging!

The document has lofty objectives, yet is let down in a number of places where it doesn't go far enough to be certain that the plan objectives will be met. To achieve the stated environmental goals, structural change of how Courtenay (and the Comox Valley) is designed is required, we need to move away from the private automobile being the primary transportation method and develop our city where people are close to the services they need and have options for transportation that allow them flexibility. Further it is unclear as to how the city will hold itself accountable to the goals stated in this plan, what mechanism will be put in place to ensure the required action is taken and metrics are tracked?

Your Cop is 211 pages. The City of Metropolitan Vancouver is 155 pages, and Kelowna less than 100 - none of these cities have declared a climate crisis to advance building Step Code. Much more consultation has to be undertaken with citizens and the building community before this OCP even gets to first reading. There is no urgency - especially given the impact of Covid and recent European events.

Thanks for the opportunity to have a say, but I like most have trouble finding time to digest all this so I guess like the municipal election participation rate, those with time and interest will weigh in. Then when it is all said and done the rest will go ... wait whaaatt.

As the current firehall is located within 8 km of most areas of Courtenay, there is NO savings in house insurance to build a second one which a community of 25000 does NOT need

LU 2, LU 3, LU 4, p 70 item 6, AH10, AH 11 • all of these items should have a clause to indicate "except where they impact riparian areas and ESAs". Without that clause these items conflict with NE1 - "Remaining sensitive ecosystems are protected; lost or degraded sensitive ecosystems are restored" LU 5 - Should also strongly discourage new growth in areas with known or anticipated flood risk like along the estuary and waterways not indicated in the floodplain map/section as climate change will be bringing more strong storms and big rain events. Partnerships and community education opportunities needs to include watersheds and the many watershed stewardship groups that exist in the City.

I appreciate the thought and commitments included in the OCP to move Courtenay more quickly towards the sustainable city we came here to enjoy. I recommend adoption of the plan and look forward to steps being taken to implement the policies and ideas. I was surprised the plan did not speak to vacation rentals. I support such rentals and was curious if the city intended to regulate them under permit.

Looking forward to hearing results! Thank you.

Good job! I hope you will not get too much negative feedback on your strong promotion of sustainable options for transportation, emphasis on protection of green spaces and zoning for higher density commercial and residential development.

Like everything, a plan is great but it's the implementation that matters. Future councils need to be committed to this plan for this to work, otherwise it becomes a 1-term project.

Courtenay needs to grow out and not up. Over density in the downtown areas will completely change the town feeling. More land needs to be acquired and utilized to make well planned satellite neighbourhoods that have green paths into town combined with street access to easily exit to major roads out of town. While limited by water and mountains, there is an abundance of land that needs to be developed within those confines to create affordable living communities for long term residents.

No additional comments

Thanks a ton for this thoughtful community engagement. Much appreciated.

FOOD SYSTEMS With the recent truck protests/flooding in BC and the lack of transportation of goods and food, VI needs to put an emergency system in place. Whatever that might look like.

I note BL10 would prohibit the use of wood burning devices in new buildings. The newer stoves if properly installed and maintained can be compatible with green objectives and uses renewable resources.

Try going back to the farming type community we used to be.

Air quality remains a major concern for many of us, as most people continue to heat their homes with wood-burning fireplaces. But a single open burn typically creates much more smoke and particulate matter than a house chimney. Banning or severely restricting open burning is a straightforward first step to addressing this complex problem in the valley.

Our current infrastructure needs improving before further growth and housing increases are considered. Our roads are in terrible shape. And most of the major routes haven't seen much for improvements over the last 10 or so years while our population grows. The need for bike lanes on upper 5th and 17th should never have been put above improving infrastructure or creating bike lanes or paths where they were actually needed.

Rental housing is my biggest concern in the Valley, it has become very hard to live here. Lots of people are being forced to move away due to the cost of living. It's sad when the big cities are cheaper to move to, than to stay in our little town.

Maintain Priority on infrastructure including police, city services, fire departments, hospitals and medical services to name a few!!

Better maps so that we can see how plans fit our lives. What about a town square? I love the landscaping along streets. Keep it up. Expand it. Lewis park or Simms park could have a square.

we must protect, restore and use natural spaces gently to enhance life for all living things in the City and Comox Valley.

Yea, what a waste of my time and taxes!

Reconciliation is high on my list... I'd like to see the City evaluate the names of streets and buildings and re-name where appropriate as soon as possible. Indigenous consultation and relations are paramount and having Indigenous representation on committees or working groups is critical.

While you are at it, every single person I've talked to would love to see 5th have reduced traffic, even potentially 1 way. 8th street would be a great potential for traffic heading to 5th st bridge from the lake trail/willemar area. Traffic exiting the bridge being directed straight up 5th street. This would have the majority of the 5th bridge traffic pass 5th/cliffe often without stopping reducing travel times and emissions will increase the enjoyment of 5th st. With 5th st being one way many restaurants and bars would be able to have outdoor patios, vendors could have more street side wares. I've talked to teenagers, to seniors to construction workers, everybody would like to see something to this effect!

Very concerned about light industrial along Comox Logging road between Fraser road and Royston. Will mean heavy truck traffic at all hours. If Comox Logging road goes all the way thru to South Island Hwy it will become a short cut for speeding passenger vehicles. The Ridge subdivision, an area of fine new homes, is located in this corridor. Eagles, swans, Canada geese and deer all live in this area. There are far better choices within Courtenay boundaries for light industrial buildings and heavy truck traffic.

I am highly impressed by the excellent document you have provided. Thank you for the work.

Please ensure we do not become a homogenized community. We would like to live in one that is beautiful and maintains its character, while affording so many opportunities for all. In the 7 years I have lived here the character has changed and so many eyesores around. As we go forward, please consider this in your plans

Forward thinking communities ensure that there is an adequate supply of developed lots on the market to handle the projected growth of the community. Courtenay fails miserably in this area! Right now the supply of lots is so low, and the prices are so high that ordinary citizens are priced out of the market. The laws of supply and demand are in evidence in Courtenay. We know where our population is expected to be in 2030, we know that 60% of people want a sfd, we know how long it takes to get a development approved, so the question is; do we have enough development applications in the pipeline to ensure that supply exceeds demand to keep prices down? A city who claims to do the math in all decisions should be able to figure this out.

Until you hammer down a series of measurable steps showing exactly what each of these changes will require, they will remain a only guideline. Each objective needs to have a series of steps required to achieve each objective and a time line by which it will be realized.

Please continue supporting our local farms and their food production to our community. Continue to support the education of healthy eating. Excessive manufactured 'none food' foods are very unhealthy with addictive preservatives/sugars that swing towards the increase in autoimmune diseases (AD). Not just diabetes but all the other 'common' AD types that are expanding on the list now. <https://www.healthline.com/health/autoimmune-disorders#common-autoimmune-diseases> . Thank you

I believe the OCP should be delayed until the city has a clear understanding of what the Provincial Government plans are to speed up/fast track or streamline the approval processes for new development in municipalities to address the critical shortage of new development that has been bogged down by municipal bureaucracy and red tape. Until then, much of what is proposed here may not be acceptable or fit their new guidelines. From what I have read, I see this OCP document adding more complexity and significant cost to new development. You have forgotten that we are a city of 28,000 people, most of which are seniors. Our limited tax base is predominately homeowners with no industry to speak of. The proposed policies will only exacerbate the current lack of building lots, drive up the cost of construction and not speed up, but slow down the process to get new product to market. I believe the OCP should be delayed until the city has a clear understanding of what the Provincial Government plans are to speed up/fast track or streamline the approval processes for new development in municipalities to address the critical shortage of new development that has been bogged down by municipal bureaucracy and red tape. Until then, much of what is proposed here may not be acceptable or fit their new guidelines. From what I have read, I see this OCP document adding more complexity and significant cost to new development. You have forgotten that we are a city of 28,000 people, most of which are seniors. Our limited tax base is predominately retired homeowners with no industry to speak of. The proposed policies will only exacerbate the current lack of building lots, drive up the cost of construction and not speed up, but slow down the process to get new product to market.

My biggest concerns watershed management. Without that we will be greatly disadvantaged. Keep pressing on to preserve our water from drought and pollution. We currently have a water meter and our water use has plummeted. Our lawn is now indigenous - moss, weeds and brown patches and it doesn't have to be watered, fertilized or need pesticides. Don't have to cut it either!

Need more time - delay Council vote until 2023.

Need more time to read and understand. 250+ pages - don't understand how this will impact property taxes or new home costs.

Need more time. Way too much bureaucracy - this study, that study for what value?

Nice work, team! We feel the love and care for this city and ALL of it's people that's been put into this planning.

Other Comments to Share? Comments

There is a real lack of detail on the environment. The City has a lot of good salmon streams but continues to manipulate the watersheds presumably to destroy the fish bearing capacity of a stream and making more developable land available. A City is not a gridwork of homes. There needs to be a detailed analysis of the environment of City lands and then the preservation of streams, wetlands and forest cover.

Would be interesting to know what all this has cost the city in person hours, advertising, graphics, etc.

We desperately need a Community Arts Centre in our artistically robust area!!! Investment in the Arts results in higher levels of participation. When more people participate in the Arts, more people are expressing themselves together and that strengthens our community's social bonds. When our social bonds are stronger, we feel more compelled to help each other, to act/ behave in a way that takes consideration for our fellow humans. I believe that this attitude of "we're all in this together" is a requirement for dealing effectively with the challenges we are facing and will need to face in the near future. The Arts are a key factor in creating and fostering the community collective.

I see a conflict in interest on the quality assurance council. [REDACTED]
[REDACTED]. This is political bribery currently known as doing business. I see problems arising from this in the near future.

GHG are not an urgent problem right now. Courtenay should be focused on encouraging builders to bring on more housing with less red tape. This plan does not support certainty which is what is needed to overcome the housing crisis. Much more time is required to read and digest this document. We are just coming out of a pandemic - please defer to fall of 2023.

Responsibility and accountability to all citizens equally needs to be #1. I don't see that here. Some groups are being prioritized to the detriments of others.

Overall public input seems to be limited in favor of the views of handpicked stakeholder groups. This gives those groups a weighted amount of input as they get double representation as groups as well as the individual members of those groups who will also have input. This will skew results targeted by city staff.

I hope to get better internet. More choices to choose from would be nice. I do not want to live in a place where houses all look alike, close together. Crown Isle makes me sad.

Looking forward to seeing lots of outdoor and community, all ages, and specific age events year round. (Children's events, family events, adult-only.) Encourage street buskers.

Build more protected cycle lanes. Don't limit short term rentals. Abolish R1 Zoning.

While the OCP is a broad guide for planning, it is important for City and Council decisions to do their utmost to follow the plan and not to constantly find ways to approve variances or exceptions based on the demands of developers. The plan only works if the Council of the day strives to adhere to the values and principles that the OCP sets out.

Two things that are very important to me. Firstly commercial/industrial use of land close or in amongst residential housing. We are living in this situation as residential housing areas are being rezoned for businesses. This is not only not appealing to live in an area like this, then there is the noise coming from these buildings whether it be motor's running, large fans blowing or what have you. It is very uncomfortable to be outside listening not only to the zooming traffic that is going by at increased speeds for a short period but the noise coming from these industrial buildings that are here that shouldn't be. There should be a separate designated area for them. I ask you, would you want to live in an area like that. Just look south of Courtenay, you have industrial/commercial mixed in with residential housing running along the ocean, really, this is the most ridiculous situation. This also is very un-appealing entering Courtenay from the south. I think you would want the approach into Courtenay which actually starts at Royston, to be pleasing and a leisurely ride into Courtenay. The way it is set up right now, is a mish mash, along with the 80km, speed for a short period makes no sense. My second comment is that more affordable housing complexes are needed for people with disabilities. It is just so unfair that there is literally no where for these people to live in a safe community environment.

You still need to solve the problem of having only two very inadequate bridges to get across the river. I hate to imagine what it will be like with 30000 more people crossing them

Sounds like you are doing a good job to protect the future of our little corner of the world.

Other Comments to Share? Comments

Thank you. I just don't like development. Sorry. I feel like our area is getting ruined by people. We need to think about the planet as a whole and about how many more people it can sustain. Our fish are disappearing, animals are going extinct at a rapid rate, our air and oceans are polluted and our land is been taken over by Monsanto to grow food for humans. it cannot go on like this. Let's address population control but no one wants to talk about it only brag about how many grandchildren they have.

OCP overall has good intentions and will be very useful. Practically, the city staff and council do not seem able to get organized and make a proper short and long term plan.

I 100% support the changes suggested by this OCP. It is addressing the fact that we cannot continue to live the way we have been if we want to solve the big problems we are facing like climate change, the housing crisis, and problems that arrive from socio-economic disparity like homelessness, domestic violence, drug overdoses, and increased crime. I think this plan is comprehensive, inclusive, and designed to create a resilient and strong community that lives in harmony within itself, others, and the ecosystems that we all depend on to be able to live at all. I am very excited to hear that these issues are being addressed. They are complex and require innovation, bravery, and hard work. Thank you for taking this step. I hope it goes as smoothly as possible.

It might be a good idea to use simpler language for these documents. Sometimes they read as if written by academics and not real people. Ditch the buzz words!

Become more of a model city, look at Victoria and Vancouver.

Please keep asking.

Has Council read this document? How long did it take them? I have not had time to digest and understand this document? And it refers to many other documents. All of which can impact my current and future taxes and understanding of what I can and cannot do to my home. This isn't my full time job but its beginning to feel that way.

I think the 4 pillars of the compass are off base. As a city you should focus on public safety, transportation & roads, infrastructure and encouraging economic growth.

Overall I'm really excited about this plan. I know that many residents feel resentful about all the "mainlanders" coming to the Valley but we cannot control that - what we can control is *how* the Valley grows and this sounds like exactly the type of community I would want to live in. I would have liked to see a bit more detail on how we are going to manage water resources going forward with climate change - the melting of our local glacier is a big concern of mine and I don't know that we have a backup plan for water supply.

Thank you for your hard work and careful consideration of our community's future needs.

I heard about this survey from some friends which was great. If there is a mailing list, Instagram, or text service I can sign up for that would be great. Maybe working with local schools to spread the word as well?

My comments reflect my age, lifestyle and future planning. So I am coming from the perspective of many, a senior who owns a [REDACTED] home on .35 acres (kids have moved to occupations in [REDACTED] and husband has [REDACTED]). I will need to sell my home for lack of maintenance people to do the work we did in the first 45 years of owning our home. I don't like driving at night, I can't walk into town in less than an hour and would love to be able buy an attractive apartment in the city. But I want my city to be safe and prosperous with lovely locally owned shops and services with a great farmers market. That's my dream.

Food systems is important. More areas for Community gardens need to be looked at. Foodscapes also. In areas in which there is lawn corridors between the street and the sidewalk, fruit trees should be planted. Dwarf apples, pears, plums. Foodscapes, not lawns !

I did take the opportunity to review the entire draft OCP, and generally found it to be a good read and informative. As I am quite familiar with documents such as this (long career in Local Government) I appreciate that they are written to be be "aspirational" in nature with goals and objectives to be striven towards. While I don't have anything specific to raise, I would suggest that it appears to me that the some aspects of the plan (New Development and Green Development) may end up putting negative pressure on the affordable housing aspects.

These 10 Big Changes are a great suite of ideas, whose implementation will make Courtenay an even greater place to call home. Good work!

I think more parking downtown is needed. Not less.

It's really exciting that arts and culture are being recognized as an important economic driver in this OCP. While this is more specific feedback than policies of the OCP, I'm a long time participant of local dance and community theatre and the Sid is way overdue for another major renovation. The 1999 renovation was too shortsighted. The area of the fountain should have been used to expand the building to 5th Street because there's too much traffic at that intersection for any type of use of the fountain area. We desperately need a small black box theatre space and the fountain spot would be perfect to add on the Sid. And it could add desperately needed more lobby space and better washroom areas! I'm curious how the Sid would be retrofitted to meet the green building standards the OCP has outlined without a reno - sounds like it would be the perfect opportunity to make some bigger changes.

Thank you for this. Really appreciate the simple way to have my say heard.

A shallow and misrepresentative effort, presenting an "plan" without cost, funding strategy, risk analysis, or alignment. "Consultation" has been manipulative and disingenuous. Probability of failure is high.

The downtown core area could be a vibrant Center for arts, culture, food...parking is a challenge at the best of times. Businesses need foot traffic. Half of the population resides east of the Courtenay River, access to downtown is primarily attained by driving. Parking garage at the corner of 4th st and Duncan Ave with offices/residences above would make sense.

I would like to see way more resources, including emergency housing, drop-in spaces, etc. for queer youth.

I am a Comox resident but live in the valley, and Courtenay is an important part of my community. I am also interested in the local streams and rivers for their sustainability. Specifically, I have concerns for Brooklyn Creek and its sustainability given it resides in three districts of Comox, Courtenay and CVRD. So, I hope the OCP can have a theme of working with its neighbours, not so evident in the otherwise excellent report.

Affordable rentals, we lack this and need more. Not just supportive housing or housing only for seniors, but a broad range of affordable housing options which are for everyone.

I think this is a very visionary and progressive OCP and I look forward to participating in making it happen as a resident of Courtenay. Thank you for all the hard work!

Make it mandatory to carry out all proposals!!!!

Traffic jams everywhere so you can put in ridiculous bike lanes taking away all the parking squeezing cars together so tractor trailers can't get down the road and deliver their goods every time you open up more services for the homeless more will come creating massive theft urinating and defecating on the roads so many people are coming here it's made it On affordable for locals

I commend you for creating this survey and reaching out so extensively to our citizens. My only caution is that we must be careful not to adopt the naive ideologies of our Federal Liberal government. Their juvenile and lofty ambitions will cost us dearly for generations to come.

Most of this is coming too late for me. My disabilities and resulting low income level are forcing me to move to a smaller community in the next few months, where I have easier access to nature and can afford housing. Perhaps when these are all implemented I can return to the valley.

Very impressed with the level of detail in the OCP. As a new resident in the Comox Valley i am very happy....just please fix the bridge congestion and keep creating more sidewalks and bike lanes.

Thank you

Why doesn't the city support business by helping them so that they can employ people which they in turn would be able buy goods and services to enhance the local economy rather than spend money on projects that does not have an economic return to the community. The city's current non economic return on projects just further erodes our own domestic product and puts a larger burden on the tax payers!

I understand the idea of carports in the back and the parks on the outside edges but why carports ant garages

A lot of hard work has gone into drafting this OCP. It is appreciated! I believe Building Code still requires downspouts be connected to stormdrains, thus connecting roof directly to creek. Widespread use of moss removal chemicals on roofs has caused severe pollution in many places <https://www.cbc.ca/news/canada/british-columbia/abbotsford-creek-foam-detergent-roofs-1.6011306> How can this be addressed?

Please put an outhouse along the airpark trail at the Millard Lookout. Much needed, thank you!

How well is Comox and region aligned with this plan?

Regarding Old Orchard Heritage Neighbourhood policies (page 74), policy #4 states that "Lot consolidation...is discouraged except where zoning permits OR IN THE TRANSITION AREAS ADJACENT TO DOWNTOWN." The Old Orchard is a very narrow residential strip, ALL of it adjacent to downtown. Already there is increasing presence of commercial/institutional uses on the "residential" north side of 3rd Street between Fitzgerald and Cliffe. This policy needs tightening or clarification, I believe, to protect the values that the OCP seems to generally endorse.

I am confused as to the property to the East of Buckstone Road, (road leading into the Ridge subdivision). We live in and feel this is a wonderful area with a wide range of allowable homes (CD21 zoning) In the existing interactive zoning map a large chunk of this property is zoned Heavy Ind. In the OCP Map F1 this same area is shown as Light Ind. In the OCP Map F7 this same area is shown as environmentally sensitive, with an area marked as an Ecosystem Connectivity Opportunity. We hope that at the very least the zoning is changing from IH to LH, but wouldn't this property fit better as a combination of park land, maybe some light commercial and more low density housing opportunities?

The local economy comes a long way down the list, and that is a reflection of who is compiling this proposed Community Plan. There are lots of politically correct words and I'm sure it has cost a fortune, stop talking and deal with reality. The most used expression at Council meetings is "We would like to thank staff for the wonderful job they have done" the staff are leaving in droves because they can't work with this Council.

I am really scared that my family will be financially forced out of the community. We have been living tight as it is and can't take much more inflation. Proper housing is but a dream, we are now getting quite used to cramped quarters and using our bedroom for every room but I fear we might be stuck if our landlords sell & we had to pay current market rent @\$2k+ p/m.

Big Changes as stated require multi, multi millions of dollars and sources for these funds are few. The make up of our community is non industrial and large pay cheques are limited. Very aggressive local political representation to Senior Governments are necessary for funding and keen competition for these tax dollars are prevalent amongst smaller communities such as Courtenay.

This is great Thanks for letting us participate And Thanks for all of your hard work

More rain gardens :) EV charging in new parking stalls :) 30m setback from watercourses :!!!! Discourage liquified fracked gas :) Green roof and solar panels on large roofs :) Community gardening/boulevard vegie plots/vegie gardens instead of grass :) More public plazas:)

New OCP at 244 pages is very comprehensive but very difficult to understand all the implications. Hard document to read and the devil is in the details. It is a big revision and change and I don't think majority of residents understand the implications. Now that gathering restrictions due to COVID are lifted, actual public meetings and hearings should take place! 10 year plus population projections are unrealistic. Limiting growth boundaries will decrease affordability, supply. How does this plan help the young couple, with kids, working in Comox Valley, making average income of \$75K who want to buy a home???? Unless this question can be answered the plan (and our community) is doomed.

The original diagram of a health community and all the intersecting components was great. Food accessibility and supporting residential gardening is great but the artist's drawing of urban farming in the boulevard next to where cars park and open to deer grazing is not realistic. I appreciate the recognition of heritage neighbourhoods and thoughtful infill for development. Protecting mature trees in these heritage neighbourhoods is awesome! QUESTION: Why is there a delay in implementing the URBAN FOREST STRATEGY Using green spaces for outdoor theatre and music is something to consider. Simms Park and the Sunday afternoon/evening concerts are a prime example. Let's do more of that. Offer "big tent" events. I attended Shakespeare play in the Botanical Gardens in Glasgow...fabulous to bring a chair or sit on the grass and watch theatre.

Local Economy is a big problem! what is the living wage currently for a single family to rent a home, what about buy a home? this gap is increasing as more people are moving here and not working in the workforce but working from home. People want to live here but the people that work here are getting squeezed out. How does it feel that any city employee that moves here today for work cannot afford to buy a home? the city will have to start offering staff housing !

The ridge neighborhood in south Courtenay has been completely ignored in the OCP. No bike routes identified! No transit! Last stand of ESA treed area is zoned for industrial use! No parks for these residents! Truck route to be created right beside a residential neighborhood! Interesting enough, we are only a 5 minute drive to the identified core area and a 10 minute drive to downtown. But someone has decided that we are a low priority neighborhood for the future and that has us very disappointed. I will write a separate email to your planning department to describe how the OCP could be improved to address our concerns.

opposed to how some industrial land use is is designated.

I know several people who have been long time residents that are moving away due to how unsafe Courtenay has become. I used to be proud to take visitors Downtown...now I am embarrassed! Too many drug deals, people freaking out on drugs, and theft. I would never ride my bike downtown because I know it wouldn't be where I locked it up when I got back. Over the last 4-5 years or so crime has increased to an all time high. The present City Council has been the worst there has been in the last 25 years that I have been a resident here. They have accomplished nothing except wasting tax dollars on the Fifth Street Bridge and the Fifth street bike lanes. People aren't stupid and they know where to ride and they know where to drive so why was more money wasted on a bike lane on 17th and the one along Fitzgerald? A painted line doesn't protect anybody. I am very disappointed in what has happened to what used to be a beautiful and safe place to live.

More recreation options in South Courtenay would be nice, maybe something that could serve Cumberland as well? Another field, with courts and a public space for events on that side of town i think would do well.

I am optimistic that the OCP is on the right track. My major concern is the construction of 6 - 8 story buildings, as this will change the character of the city. Please restrict it to 5 or less.

If you are planning all of this densification, you have to realize that the cars are not going away as they are needed to get around the valley, building the infrastructure first would make more sense!

Focus on the municipal mandates. Keep your nose out of Provincial and Federal issues. Find a way to build another bridge before you allow anymore development. Quit being directed by the Dogwood Society and start listening to the people who live here. Fix the air park walkway so it looks nicer and is more functional

Thank you for the community involvement in this. I am impressed with the consultation and presentation of the OCP - Nancy Gothard did a great online presentation and I was very happy to see a health related person also involved - I believe that the overall health of our community is linked to the issues addressed ie densification, parks, active transportation etc BIG NOTE! We really need the 6th street bridge and a safe off road route for cyclists and pedestrians from one side of the city to the other - this is urgent if we want people to use active transportation - Thank you for all you are doing to make this happen ASAP -

The "Big Changes" are a large vision. Hope that it can be realized. Courtenay is good place to live. Hope we can make it better yet for everyone.

I believe the City of Courtenay does a great job showing and involving the native culture; but I hope the pendulum does not sway too far that we forget the diversity of other cultures that live and continue to thrive and invest their business and families in Courtenay and the Valley.

Really happy to see the city doing this, both taking the steps and gathering consensus.

I think you have done a great job..I only wish Comox, where we actually live could do half as well! Thank you for all you do--we love the trails and the trail map especially and we use it. Keep on doing what you are doing.

You are doing an amazing job!

A short term plan needs to be put in place to deal with the homeless population in the valley. The problem is growing quickly but I see little response from the city.

Tiny Homes are not a fad. They are a lifestyle choice. They are a return to a lifestyle where less is more, and the municipalities need to acknowledge the potential of legalizing year round living in Tiny Homes (on wheels and on foundations). Requiring they be built to the BC Building code and Appendix Q of the International Residential Code and pass Red Seal inspections of electrical, plumbing and gas-fitting will ensure safe homes.

I am very encouraged by the focus on density, and encouragement of bike and transit usage. I believe that special focus should be put on the development of Cliffe Avenue from 17th Street to Anfield, as it is currently a planning disaster. This section of Cliffe Ave cuts citizens from the riverwalk (very few places to cross the street?), is surrounded by strip malls that kill community, and is objectively likely the ugliest area of all the Comox Valley. If residential and commercial density is to be encouraged here, making this area more human-friendly would go a very long way - not only to this plan, but to the liveability and quality of this city in general.

My main concern is community pockets and getting around via walking or biking. There is no safe way to get from East Courtenay downtown and I think the east side of the river near where the old Courtenay Hotel was is underutilized in terms of a downtown commercial hub. It would be great to connect to the Air Park Walkway.

I feel inspired that the people I elected and the city I live in are working on a plan that puts reconciliation, climate change, and housing at the forefront!

Overall it is a very good draft though I think more attention has to be paid to the basic economic factors like the kind of jobs we want to attract to Courtenay and things like a 'livable wage'. Some small businesses are already ahead of the curve on that issue. It is such a pleasure to have a Council and City staff who are thinking and acting for a progressive future.

Emphasis on supporting the local enterprises: love the weekly market all year long. Why not organize outdoor events and festivals for youth, families, kids. Food trucks place is also a great initiative. Why not expand the horizon by soliciting local merchants or restaurants to offer a food boat for example?

Think my biases are pretty clear. Please think about where the Valley is headed. What is the vision? Dense, crowded, crime-ridden dirty city? Why build like crazy to make it indistinguishable from any other city? Not very unique!! Please put \$ into cleaning it up & making it safer. Who needs a 6 storey bldg. Yuck!!

It is past time to have food scraps/organic waste pick-up for large-scale composting; with the rat population in the city, many of us do not want to compost in our yards, but would keep compostable materials for weekly pickup. The compost could be sold (like Sky-Rocket). (View Royal in Victoria gave every household a bucket/container for compostable scraps for weekly pick-up.) If you do want clean air, adequate water, park space, decent infrastructure, and a good quality of life for the entire community of Courtenay residents, think of limiting future growth, not expansion and "infill."

I think there needs to be a better plan for how to revitalize downtown Courtenay/Cliffe. It has such great potential to attract tourists and locals to the area. We need more places to eat, drink and gather! Please don't approve fast food places like Tim Hortons, DQ or McDonalds. Focus on local restaurants and coffee shops as available! If you make the sidewalks wider and more pedestrian friendly, the businesses will come. Look at Kelowna's downtown revitalization as an example. Maybe make a place downtown for food trucks to park like at the corner of 5th and England where the farmers market is during the summer? Looks like a great plan! I appreciate the focus on reconciliation and climate change. Looking forward to the implementation!

Homelessness must be addressed. Tent cities must not be allowed in our existing parks, set up an organized area away from neighborhoods for the homeless who prefer to live in tents for whatever reasons. This problem is not ever going away, why not manage it in an acceptable way for everyone?

If we continue to add more housing to the area without the amenities and services it will force more people to take their business elsewhere...Nanaimo? Economic development at work? Our cityscape is not attractive downtown. Why aren't there lights coming into the city from the highway? Isn't the electrical already there? How about enforcing the bylaws requiring buildings to have a number easily seen? Cleanup downtown..it is shabby looking. Trees?

Hopefully Council now and in the future will help be the progressive and positive change and support the OCP in order to create a vibrant city that will be a gem in the crown that is Vancouver Island.

A tax on properties worth over 2 mil to directly fund homelessness supports would both raise a lot of money and get some of our worst citizens to leave. I've never lived in a place with such a high concentration of completely selfish and entitled people as the Comox Valley. Truly some of the worst people in Canada - anything that will drive them out is progress and what rich people hate most is having to give up money, even if they can totally afford it. So tax them until they bleed and use that for supportive housing.

Please give less of our budget to the RCMP.

Thank you for all the work you are doing!

I feel reconciliation is important and that the first nations community should be recognized and connected to Courtenay, Cumberland and Comox. We are still all Canadians not "settlers" which is a very offensive term. Reparations should be made, but we do not have to feel shame or degrade ourselves to help build them up. It is not helpful to make young people carry shame for something that they had no hand in. Understanding is important, but cannot start with guilt. Was also concerned about a comment in the city design planning about trying to add a first nations feel to appearance of the community. Please do not misappropriate first nations cultural symbols or art. This would be very short sighted and too Disney-esk. Our city should have a neutral west coast feel that will suit our location for years to come. Totally agree with the need to focus on GHG emissions by providing electric car plugs, cycle paths and walkways. Also need to totally decarbonize the civic vehicle and transit fleet. School busses should be one of the first to change. The more people see and the sooner we can make an appreciable change to air quality the sooner others will want to join in. Individual private garden plots should be made available to citizens for a small fee to encourage food production. Could acquire ALR land so that there could be room for proper parking, small shed on plot with access to water and communal composting. Add GHG reducing technologies to local building code like carbon reduced cement. Similar to Langford's civic council.

Thank you! This is a massive project - but one that is massively important! Well done!

Noticeably missing from the plan(s) is the addition of a third bridge in the city. The current 5th street bridge fiasco has shown that another bridge is desperately needed in the area.

I haven't mention how the city, maybe working closely with the Town of Comox and the Village of Cumberland, has to really upgrade its support of electric vehicles with adequate charging stations. ALL new builds - condos, rental, duplexes, single family houses, and any public and private buildings - must include electric charging stations. Also, all new builds should include electric outlets in all parking places. And, if you want people to ride electric bikes, then you better include a safe place to store and charge them in all new builds. This is all about infrastructure.

If there was a way to have coordinated administration of the whole valley instead of the bizarre piecemeal administrations we see today I think effectiveness would be improved. One of the problems with Courtenay being so progressive is that a significant portion of decision makers will try to move developments outside the city boundaries.

Time for Courtenay to LEAVE ICLEI.

Thank you for being transparent and inviting input!

ATV/side by side road and access through the outskirt would be good to have, something that would connect all the towns all the way to Victoria. this would bring tourist and raise the economies. A road system like the east coast have that relay part of Ontario, Quebec, all the maritime province all the way to Newfoundland.

When a revised OCP is passed let's just follow the darn thing instead having every second developer spend years trying to get around the plan. When a non conforming development proposal is made the developer must be told up front there will be no significant variances. Build to fit the plan or don't build.

Prohibit fireplaces and outdoor burning. We have one of the poorest air qualities in the country.

This is exciting to read and it gives me high hopes for the future of the city. I hope you do implement these actions and do so in a timely way. I'd like to stay here and raise my family but the housing situation is putting my (median-earning dual income) family in an impossible, painful situation.

Just take the time to think rationally about all your decisions. Don't just jump on the bandwagon because it's the easy and politically correct thing to do. Focus should be on how you get there and not the end result. It's not about winning the race to some pie in the sky goal at the expense of all.

This is good. Please stick to these changes and don't consider them a box that you've checked. They're active and need to stay active.

If you want to use my tax dollars on things like bike lanes then have anyone that rides a bike pay a licensing fee and use the fuel tax funds and fix the Fing roads millions on bike lanes and potholes that would swallow small trucks

How about smaller government, less bureaucracy more common sense. I am sure you will throw out my comments because the city just supports big government and big box stores

This whole plan reads as though it was developed by the people indoctrinated to the United Nations agenda. That is why I fundamentally disagree with many of the recommended approaches. The climate emergency is a fabricated emergency being used to drive an agenda forward, and I am not in alignment with this agenda.

So happy to be living in the Valley, thank you! And keep up the great work

I saw the CVRD Poverty Reduction Strategy. I hope that there can be more coordinated responses- even though each organization has their own responsibilities. Everything is connected.

Courtenay needs more housing!

what you should do is change large areas to a set zoning that allows almost everything with apartments above. make it easy so it can be rubber stamped and let it be built. take the problem out of the solution. the city and its planners and staff are the problem

How about a good cemetery that allows nice headstones. As apposed to flat plaques. Thats much needed here.

I want to see creative, aggressive moves on the housing file. Not status quo... Approving tiny homes, aggressive zoning amendments to further infill and create REAL housing solutions.

By not extending boundaries for the city of courtenay there will be no space to build the houses or condos in your community plan.. unless the city is going to start buying huge paths of houses in older areas for market value this type of buildings won't get built ... the only way to increase housing and home ownership is more houses in more areas and growing out beyond current boundaries

East Courtenay fire hall is needed.

I believe I've addressed most of my concerns already but I'll end with this. It's fantastic that you're 53 years old and your house increased in value by \$100,000 this year. It isn't fantastic for the entry level workforce that's looking at Saskatoon on a completely different way than they did a few years ago. WHO will take care of 53 year old you in 20 years? Not me, I'll be living in Saskatchewan.

Creating commercial spaces adapted for new childcare facilities is essential

This is a well thought out comprehensive approach to community building. While some ideas may appear to be "big", in fact, the impact of those changes will be felt as modest increments over an extended time frame.

Page 102 - I don't see the hydrogen economy going anywhere in BC very quickly and would not want the City to put a lot of effort into that at this time. Page 121 - Invasive species. The most invasive species is humans. Not all invasive species are necessarily evil. Some have become endemic to our region (broom) and will never be totally eradicated. Page 148 and 149 This section is a job description for a Social Planning function at City Hall and something the CV Social Planning Society has been advocating for 20 years. This ambitious document is going to need lots of political, staff, and community will and having someone assigned in this area will be of benefit to us all. Page 155 - what are "maker industries" Page 178 - is there such a thing as renewable natural gas or is it just a term to deflect us from moving to no fossil fuels.

We need to declare a moratorium on new builds of single detached family homes, and seriously start building UP. Losing forests and habitat for animals for vast hectares of single homes is a colossal waste of space. Suburbs do not create Communities, just more car pollution. Why do we have a cap of 8 storey buildings?? This is a city now. We need apartment complexes of studio and 1 bedroom only for low-income workers and seniors around the Superstore area where people can walk for groceries. Having a cap of 8 storeys is ludicrous!

thank you!!

You have brought up a lot of good points. The one thing I can say from living here all my life is that the city has some new touches but it still overwhelmed by old buildings, congestion, poor lighting, homelessness, and just things it needs to fix in order to grow. We have a tonne of old buildings especially around 5th street bridge that need to be carefully looked at and maybe cleared away to make a green space. We need better lighting on road ways and we need more money to support our RCMP so maybe they can do traffic watches on the older west side of Courtenay where we see a lot of speeding, stop sign running and poor lighting. We also need to make sure that somehow housing is not a game for some and a struggle for others, individuals have bills such as car payments, phone bills, insurance, and last but not most importantly the cost of food has skyrocketed leaving some wondering what they are to do when rent takes more than 50% of their income away. I've seen my fair share such as those in the group north island rentals who have meetings in Vancouver and don't listen or help their tenants they just want money and that is not right when we struggle with elderly people trying to find a safe place to live and those on the border of homelessness. It's not right and needs to change. Thank you for your time and consideration

That's it? End of survey? No questions on your green environmental priorities? I am paying higher and higher property taxes. I want you to hold the line. I want the city to focus MY TAX dollars on infrastructure and economic drivers... Not virtue signaling on things that are NOT the city's mandate while ignoring your real responsibilities.

Excellent job ! People on council clearly care

I hate to say it, but the elephant in the room (in my eyes) is transportation. Something has to be done to improve traffic flow across the river. I guess the two current bridges (5th & 17th) aren't enough to handle the growth the city is facing. The amount of car idling GHG emissions those two traffic bottlenecks create must be staggering. Not to mention the incredible amount of people's time wasted. I'm not a traffic expert, so I have no solutions to offer, but this should be a top priority for the city - it's just going to get worse.

With the growing number of homes built in the valley the traffic is only going to get worse. The two bridges have been full with very long line ups for years now. Expecting people (especially our aging community) to ride bikes with our numerous hills instead of driving their cars to work and grocery stores is not realistic. Most everyone I talk to who have to drive over our two bridges regularly agree.

The city shall be open minded for the changes. There is no significant characters of the City, but we can make one. More clear policy are needed.

Not at this time, but I intend to read the draft. Thank you for the opportunity to express my concerns, my compliments, and my opinion. To have a voice in one's community makes us feel valued.

All good as long as the "big changes" do not come at a bigger expense for property owners.

I do really appreciate and support the statements around enhancing and supporting arts, culture and heritage in the City of Courtenay. This is one of the main reasons why we choose to move here along with the opportunities to enjoy the natural world both within and without of the City.

Great job and looking forward to seeing this plan come to life!

Thanks for your creative work on this draft proposal. Well done!

Courtenay does not protect current assets, before expanding. We need a very different approach to illegal drugs and people feeling unsafe to walk in the evening/night. Throwing money at the issue without accountability for those on drugs is a waste. Need more charging stations and cost incentives to buy electric vehicles. Should explore a large grocery store like Costco or Superstore on the west side to cut down on the traffic on Ryan Rd. Free Sunday concerts in the park should be resumed. Transit should co-ordinate service with the shift changes at major employers e.g. hospital & military base

Thank you for allowing feedback. It looks like a lot of careful thought and planning have gone into this! Great work! I'm looking forward to my future in Courtenay.

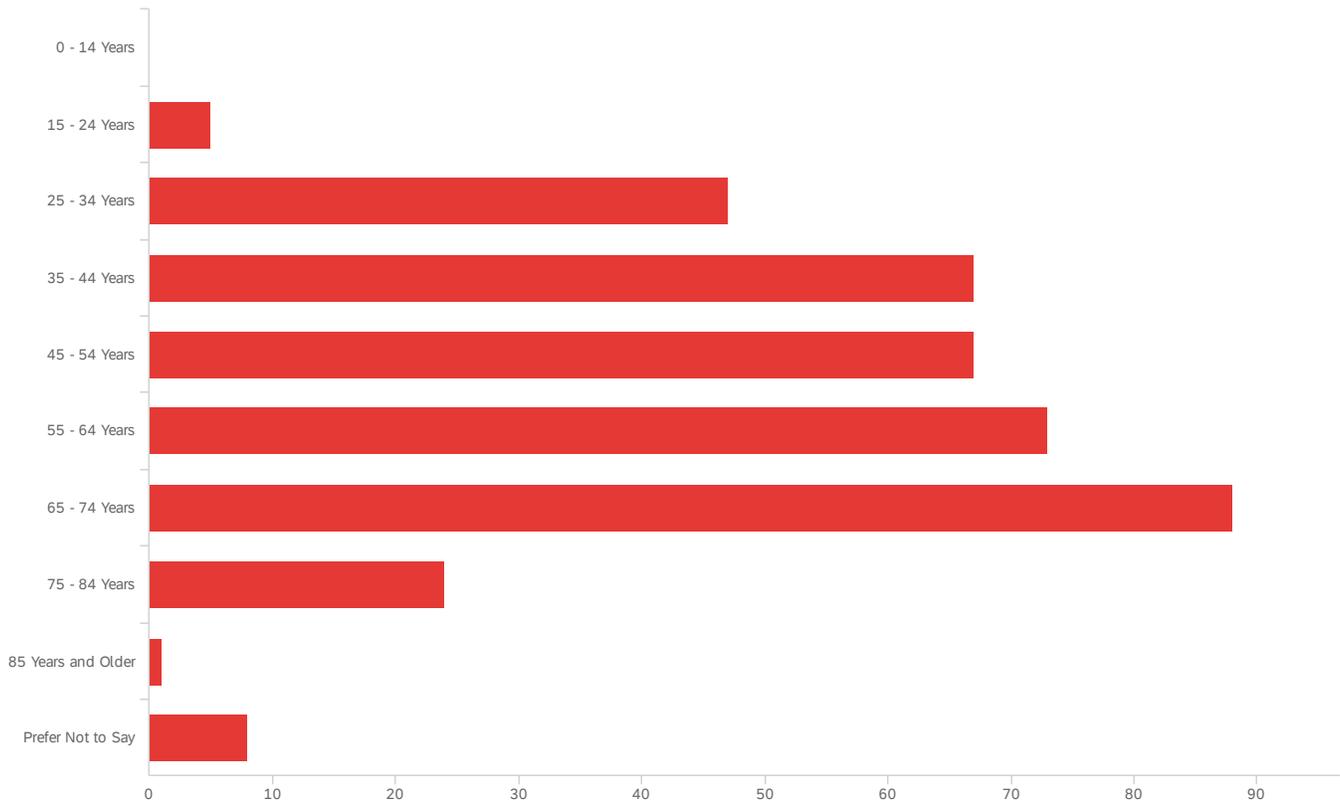
If Courtenay wants to actually accomplish positive environmental change (as it claims), it needs to immediately enact 1) universal residential water metering; 2) food waste composting; 3) a sidewalk snow clearing bylaw, with large fines and real enforcement; 4) more safe crosswalks and filling in the still large gaps in pedestrian infrastructure.

Other Comments to Share? Comments

Your plan doesn't include housing that works for seniors. Seniors (our largest and growing demographic) won't climb stairs and don't want noisy family neighbours in multi-storey buildings when they retire . Seniors need more ground level multi-residential housing (patio homes and one storey row housing). Does your plan address the cost of housing for another large sector of our demographic - people who live alone and don't want to live in a noisy family apartment building. Patio homes and one story row housing are needed. A large chunk of our residents don't fall into your one-size fits all double income sector test for housing affordability. You cant ignore this large single income group. They need affordable housing for one income.

Keep up the good work!

Q39 - What is your age?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	What is your age?	2.00	11.00	5.52	1.73	3.01	380

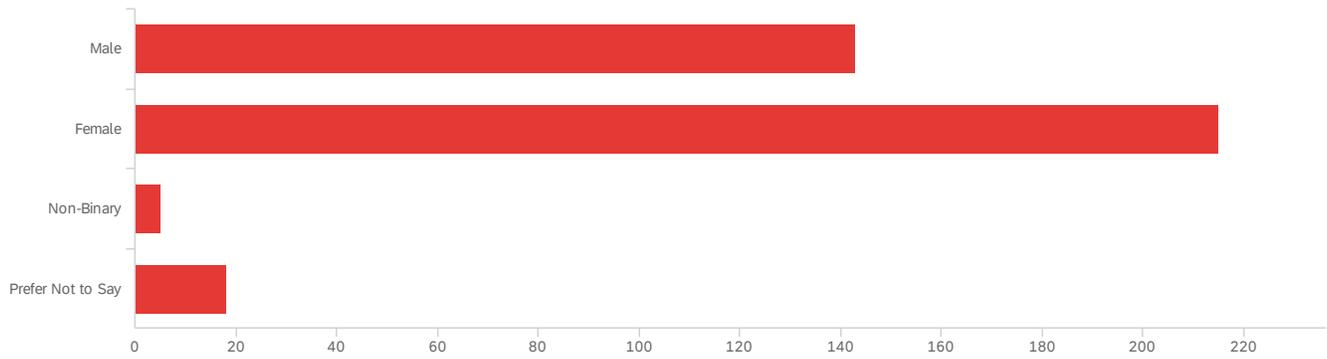
#	Field	Choice Count
1	0 - 14 Years	0.00% 0
2	15 - 24 Years	1.32% 5
3	25 - 34 Years	12.37% 47
4	35 - 44 Years	17.63% 67
5	45 - 54 Years	17.63% 67
6	55 - 64 Years	19.21% 73
7	65 - 74 Years	23.16% 88
8	75 - 84 Years	6.32% 24

#	Field	Choice Count
9	85 Years and Older	0.26% 1
11	Prefer Not to Say	2.11% 8

380

Showing rows 1 - 11 of 11

Q41 - What is your gender?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	What is your gender?	1.00	4.00	1.73	0.71	0.51	381

#	Field	Choice Count
1	Male	37.53% 143
2	Female	56.43% 215
3	Non-Binary	1.31% 5
4	Prefer Not to Say	4.72% 18

381

Showing rows 1 - 5 of 5

Q42 - What is your postal code?

What is your postal code?

V9N1N6

V9N1N1

V9N9K7

V9N9K7

V9N1P1

V9N3k2

V9N4A6

v9n1n1

V9N4B1

V9N2L2

V9N8R9

V9N1H6

V9N 8Z

V9N8Z5

V0R1S0

V9N6K5

V9N7K9

V9N3K2

v9n8s7

v9m1z8

V9N1P1

V9n9h5

What is your postal code?

V9N8j8

V9N 6N

V9N5R8

V9N1G1

V9N7S4

V9N 7S

V9N 8H

V9N 3L

V9N6W3

V9N0B8

V9N5Y3

V9N 9T

V9N3S3

V9N8Z6

V9N1G1

v9n 7a

v9J1L9

V9N9R7

V9j1l6

V9N-9C

V9N9X7

V9N9B6

V9N 3V

V9m3y5

What is your postal code?

V9J1N4

V9N9A6

V9N 7C

V9N7B6

V9N 1P

V9N4B5

V9j1n8

V9N 9T

V9N2B2

V9N0B5

V9N 1G

V9N8V2

V9N

V9N0H6

V9J1V8

V9N5V5

V9N 2L

V9N1E9

V9N0E6

V9N0E4

V9N 9X

V9N8T5

V9J1K6

V9n6v8

What is your postal code?

V9N 7V

V9N8B1

V9N1C2

V9N0C9

V9N8Y8

V9N3N1

V9N9H3

V9N8B2

V9N 9X

V9N6J2

V9N6N9

no

V9N2E9

V9N8P1

V9N3P1

V9N7E3

V9N3R3

V9N 9A

V9n 9h

V9N3B1

V9N9T7

V9N2G8

V9N3T7

V9N9X8

What is your postal code?

V9N 8T

V9n8t5

V9n2m2

V9n9w6

V9N8Y1

v0n3v7

V9N9T4

V9N5S4

V9N4B1

V9N 8L

v9n7h2

V9N0A8

V9J1P8

V9N8H8

V9N9A7

V9n3k8

V9N3S3

V9N0C6

V9N 1Z

V9N5S4

V9n 7T

2G1

V9J 1K

V9N9H5

What is your postal code?

V9M2M7

V9J1L8

V9N 5Y

V9N1E4

V9N 3N

V9N3E9

V9N1M4

V9N3R9

V9N9C8

V9N1H2

V9N3Y3

V0R

v9n 3p

V9N1W2

V9J1P5

V9N 3H

V9M1R8

V9N3P8

V9J 1V

V(n 2G

V9N9X1

V9N0B5

V9M1R3

V9N3B1

What is your postal code?

V9N0H6

V9N0E1

V9n7e1

V9N9H7

v9n3y7

V9N9C5

V9N6X5

V9N 9K

VN91T1

V9N 1P

V9n3z7

V9n7s1

V9N1B6

v9n 7s

V9N0B3

V9N8R5

v9m0a1

V9N3J3

V9N2G8

V9N3N5

V9n9x7

V9N8C7

v9n 9w

V9N1C4

What is your postal code?

V9m3w3

V9N1B1

V9N 0B

V9N0B5

V9NOH2

v9n3k9

V9N 9A

V9N7S5

V9N 1C

v9n-8z

V9n8x1

V9N1Z8

V9N8B1

v9n8r6

V9N8X8

V9n 2V

V9N 3Y

V9J1X7

V9N9H8

V9N3H2

V9N1B9

V9n1n6

V9M0A8

V9N 9R

What is your postal code?

v9n2t8

V9N9L4

V9N0A2

V9J1B9

V9N7K9

V0R1S0

V9N8Z8

v9n9h3

V9n7n6

V9N1Z8

V9N1C1

v9n1z8

V9n0a3

V9J1N1

V9M3J9

V9m

V9J1X8

V9B 1A

V9n9s7

V9N8X1

V9N1K4

V9N1V6

V9n3x1

V9N 4B

What is your postal code?

VN9 7K

v9n0c7

V9m3v3

V9N1A9

V9N1A9

V9N 9B

V9N

V9N0B1

V9N3N3

V9N 1K

V9N0E4

V9N48

V9n5p5

V9N

V9M7H6

v9n1a7

V9n3c9

V9N9V4

V9N9M9

V9N 4A

v9j1w9

v9n8x9

V9M3T2

V0R1S0

What is your postal code?

V9J1P8

V0R2V0

V9N9R5

V9N 3G

v9m

V9N8W5

V9N1B7

V9N0G7

v9n1b7

V9N3Z4

V9N 6X

V9n8y3

V9n1r5

V9n

V0R1S0

V9n3v6

V9N8S4

v9n7n7

V9n0e7

V9N8Z5

v9n 3g

V9N5V5

V9n3g6

V9N9A1

What is your postal code?

V9N8Z6

V9n3r9

V9N3S2

V9n7k7

v9n1p4

V9N1V1

V9n6k5

V9n9w6

V9M3L3

V9j

V9n

V9N1Z8

V9N3K9

v0r1s0

V9N 0E

l8s3c2

v9n9a6

V9N0E4

V9N0G9

V9n8s3

V9N0A1

V9N9X9

V9N0A6

V9N1T1

What is your postal code?

V9N0H2

V9N9H3

V9N1Z8

V9n

v9n2z1

V9J1W3

V9N2G9

V0R2V0

V9N8P1

V9N9C2

V8R4W5

V9N8Y7

V9N

V9N3N1

v9n9a1

v9n3x1

V9N1Z8

v9n1h5

V9N2T9

V9N 0E

V9N0E6

V9N1Z8

V9N1X8

V9N3S3

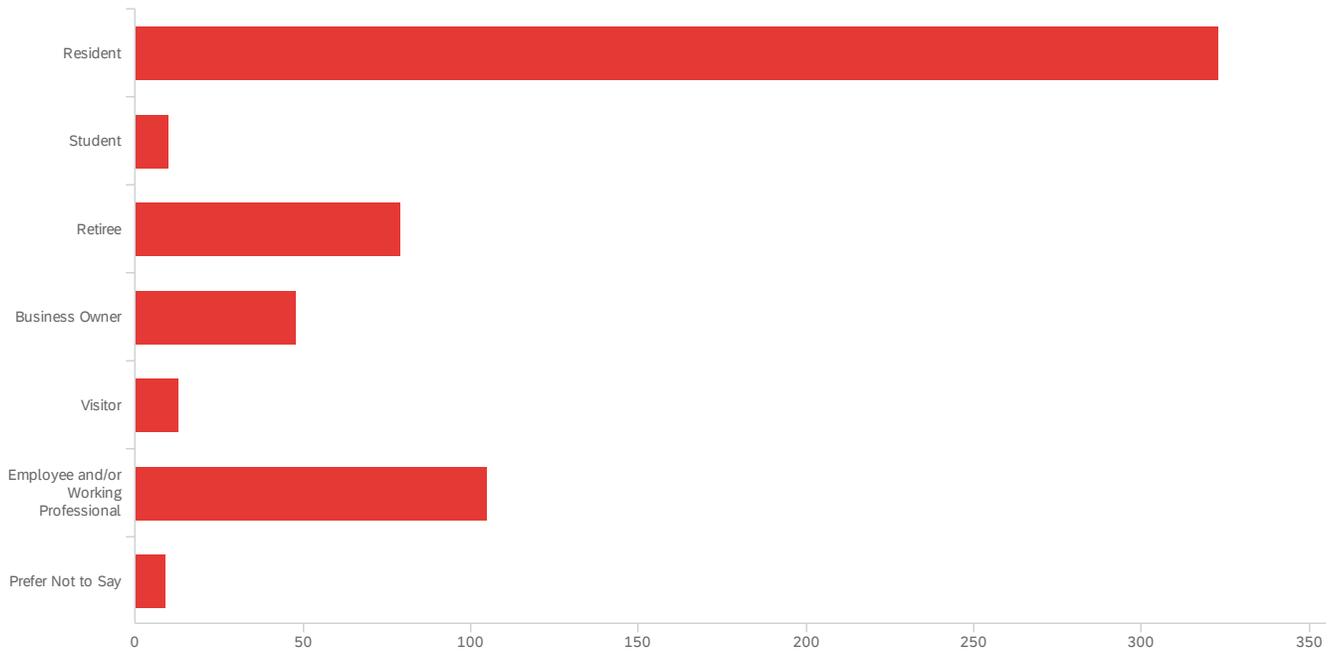
What is your postal code?

V9n8t3

V9N9X8

V9N1A3

Q44 - What is your relationship to Courtenay? (Select all that apply)



#	Field	Choice Count
1	Resident	55.03% 323
2	Student	1.70% 10
3	Retiree	13.46% 79
4	Business Owner	8.18% 48
5	Visitor	2.21% 13
6	Employee and/or Working Professional	17.89% 105
7	Prefer Not to Say	1.53% 9
		587

Showing rows 1 - 8 of 8

End of Report

Inventory of changes made to the January 2022 version of the Official Community Plan following Phase 5 consultation

Very minor editorial changes that do not change the intention of a statement, policy, or map, including formatting, minor re-arranging of text, editing for grammar and typos, page re-numbering or changing cosmetic photos (that do not affect interpretation) are not included below.

Inventory Number	Section or Policy Number & Page Number	Change Made	Rationale
PART A - FOUNDATIONS			
1	Throughout document wherever First Nation territories are mentioned.	Removed 'traditional' from the use of the terminology 'traditional unceded territory'.	The term 'traditional' implies the territory was in the past. The territories remain today. Change request of KFN planning consultant.
2	Courtenay at a glance: People, Employment, Housing, and Land Pgs 14-16	Re-framed the timeline of the plan. Added more explanation how the Housing Needs Assessment information compares to the OCP population and dwelling count estimates.	Re-framed the timeline of the plan to be linked to achievement of the population forecasting figures used at the outset of the plan (which was subsequently used to estimate the amount of land required for the associated 2,900 housing units). This means that the plan will not be a 2030 plan, but rather a 4,500 increase in population plan (over 2020 estimated population figures).
3	Equity dimension of Courtenay Compass – explanatory text Pg 21	Added a statement on intergenerational equity: <i>"Considering the needs of future generations is another equity consideration with important ecological, social, and economic implications. Considering the needs of people not yet born is referred to as intergenerational equity."</i>	Intergenerational equity is a form of equity commonly discussed in relation to the climate crisis and general global ecological collapse, and is therefore a form of equity relevant to the OCP.
PART B – GROWTH MANAGEMENT			
4	Regional Context Statement – Courtenay in the Comox Valley explanatory text	Included reference to the fact that the <i>"The City of Courtenay is located within the core territory of K'ómoks First Nation, and also within the overlapping territories of Wei Wai Kum First Nation, Wei Wai Kai First Nation,</i>	Previous drafting of OCP did not reference this adequately. Note use of the word 'core' in relation to territory. KFN planning consultant notes that "KFN's territory reached from current day Alaska to California, but it is accurate to say the valley is the core territory."

Inventory Number	Section or Policy Number & Page Number	Change Made	Rationale
	Pg 40	<i>Kwiakah First Nation, and Homalco First Nation.</i> "	
5	How Courtenay Will Grow explanatory text and corresponding Urban Framework Growth Concept figure Pgs 48-50	Added more language to clarify how the referenced geospatial variables were considered in order to identify the growth centres. Added floodplain hazard lands as a variable of selection (of avoidance). E.g. more explanatory language to clarify that growth is focused <i>away from</i> hazardous areas and Environmentally Sensitive Areas, and is focused <i>towards</i> frequent transit corridor, existing services, and redevelopment opportunities.	Floodplain hazard lands were factored as a variable in determining where to avoid focusing growth. This occurred in the spatial modelling, but was not referenced in the OCP text. This is added to make clear that floodplains are not suitable areas for residential development. More language also added on how growth is focused away from Environmentally Sensitive Areas as this was also a spatial modelling variable, and is supported with policy throughout the OCP, but was not discussed in as much detail in this explanatory section. The conceptual Urban Framework Growth Concept figure is updated to reflect the Environmentally Sensitive Areas in relation to growth centres.
6	Land Use Plan – Map 1 Pg 51	Removed boundary for Ryan/Anderton Road Neighbourhood Centre to allow for the Local Area Plan to inform the Neighbourhood Centre designation.	See staff report for explanation.
7	Land Use Plan – Map 1 Pg 51	Re-designated lands along Headquarters Road from Multi-Residential to Urban Residential on the east side of the road, between Glacier Road and Vanier School property.	See staff report for explanation.
8	Land Use Plan – Map 1 Pg 51	Re-designated lands along Lake Trail Road from Neighbourhood Centre to Urban Residential on the north side of the road, between Lake Trail School property and Arden Road.	See staff report for explanation.
9	Land Use Plan – Map 1	Re-designated block bound by Cumberland Road, McPhee	This block already contains a number of commercial uses and zoning.

Inventory Number	Section or Policy Number & Page Number	Change Made	Rationale
	Pg 51	Avenue, 11 th Street and Lewis Avenue from urban residential to neighbourhood centre.	Mapping refinement from original version.
10	Land Use Plan – Map 1 Pg 51	Re-designated 432 Powerhouse Road property from Future Growth to Urban Residential.	Mapping error in the previous draft version.
11	Land Use Plan – Map 1 Pg 51	Re-designated five parcels bound by Pebernat Road, Headquarters Road, and Vanier Drive from Future Growth with ALR designation to just ALR designation.	Mapping error in the previous draft version.
12	Land Use Plan – Map 1 Pg 51	Re-designated the location of the Comox Valley Chamber of Commerce (2040 Cliffe Avenue) from Institutional to Urban Corridor.	The Urban Corridor designation is broadly permissive in its uses in that it can accommodate institutional uses. With the frontage on to Cliffe, maximum flexibility of identified uses should be supported.
13	Land Use Plan – Map 1 Pg 51	Re-designated 1885 Cliffe Avenue from Urban Residential to Urban Corridor.	A motel currently occupies the location and with its frontage on to Cliffe Avenue, a mix of uses as well as taller buildings would be supported than what the Urban Residential designation supports.
14	Land Use Plan – Map 1 Pg 51	Re-designated 1295 Hwy 19 Bypass from Institutional to Park.	This is City property within the floodplain, where extremely limited uses are supported. The land is currently leased to Ducks Unlimited. Park uses are desired along both sides of the river.
15	Land Use Plan – Map 1 Pg 51	Re-designated 1109 Hwy 19 Bypass from Institutional to Commercial.	This is City property within the floodplain, where extremely limited uses are supported. The land is currently used as materials storage for City purposes and includes a lease agreement for nearby farm lands to access the pump shed and lease to adjacent commercial properties for parking. Historical uses have included commercial. Service Commercial uses are permitted, with qualifications, in the floodplain.

Inventory Number	Section or Policy Number & Page Number	Change Made	Rationale
16	Land Use Plan – Map 1 Pg 51	Re-designated 480 Hunt Road parcel from Urban Residential to Park.	This is City land and is currently a park (Lawrence Burns Park). The previous map contained a mapping error.
17	Land Use – Policy LU8 Pg 54	Added a policy: <i>“Wherever growth is planned or proposed near Environmentally Sensitive Areas, biologist studies and site specific mitigation proposals will be required to prioritize protection and restoration of sensitive ecosystems to the fullest extent possible.”</i>	This policy was previously in the Natural Environment chapter, however because it was not as clear as it could be, staff have moved this policy as a general land use, and not topic specific (Natural Environment) policy.
18	Land Use – Policy LU10 Pg 54	Added detail (shown in italics): <i>“Require a local area plan, adopted by Council, before any new development approvals are issued for the Ryan Road and Anderton Road Neighbourhood Centre. Establish a Terms of Reference with land owners to ensure a shared understanding of local area plan objectives, process, and content.”</i>	Originally staff intended that the local area plan would be conducted by the City. However, it is also possible that the land owner may wish to initiate the local area plan, which staff recommend as acceptable provided there is a shared understanding of the objectives, process, and content of the local area plan. The land owner in this case, Crown Isle, is a single land owner and has conducted their own internal planning exercises for the area which will be an important factor in the local area plan.
19	Land Use – Policy LU11 Pg 54	Moved a policy from the Municipal Infrastructure chapter to Land Use chapter: <i>“Consider watershed health objectives at the outset of all sub-area land use planning processes to ensure land use and infrastructure policies support improved watershed health.”</i>	As this topic is triggered at sub-area planning, it is better located in this section.
20	Land Use – Policy LU12 Pg 55	Added a policy: <i>“Protect significant views of historical landscapes and/or buildings, or significant features, including Comox Glacier, Courtenay, Puntledge, and Tsolum Rivers,</i>	This objective is embedded in the complementary Development Permit Area guidelines, and is reference in a general way in many locations of the OCP. Staff feel it’s important to firmly establish its

Inventory Number	Section or Policy Number & Page Number	Change Made	Rationale
		<i>K'ómoks Estuary, and Salish Sea.</i> "	policy relevance in relation to land use decisions specifically.
21	Land Use – Policy 17 Pg 56	Added detail (shown in italics): <i>“Municipal servicing is not supported outside of City boundaries. Notwithstanding this and the above policies, the City will work with K’ómoks First Nation where needed to extend municipal services to K’ómoks First Nation Indian Reserve lands through servicing agreements consistent with the OCP and Regional Growth Strategy.”</i>	This is added to establish certainty which was the intention of complementary policies, but staff feel this needed to be clearly stated. Complementary policy (Land Use Policy LU15, Pg 55) references lands within the municipal boundary that shall generally not be serviced, but this could be interpreted to mean that lands external to the boundary may be serviced. Policy LU15 is as follows: “Limit community sewer service expansion into Future Growth and Agricultural designated lands, except where infrastructure is already planned or needed to address public or environmental health issues and protection of natural assets as identified by the City or other levels of government.”
22	General Land Use Policies – No. 10 Pg 57	Amended a policy: <i>“New commercial land uses involving drive-through facilities are not permitted.”</i>	Policy originally stated drive-throughs would be discouraged. Staff observe that drive-through facilities are antithetical to a number of objectives in the OCP including walkability, reduction in reliance on personal vehicles, and prominence of vehicles and vehicular infrastructure in the urban landscape.
23	Downtown Town Centre policies Pg 61	Added a policy: <i>“Encourage post-secondary institutions to locate downtown, including satellite locations.”</i>	This policy had originally been located in the Arts, Culture, and Heritage chapter however post-secondary institutions are not necessarily principally Arts, Culture, and Heritage focused, and therefore this policy is more appropriate to separate out and include with the Downtown Town Centre specific policies.

Inventory Number	Section or Policy Number & Page Number	Change Made	Rationale
24	Neighbourhood Centre Area-Specific Profiles and Planning Directions: Lake Trail Pg 66	Added explanatory text: <i>“The Arden and Morrison Creeks that flow through and near this centre are also home to a federally listed endangered fish species. The Morrison Creek Lamprey is found nowhere else in the world.”</i>	Environmental educational opportunity.
25	Neighbourhood Centre Area-Specific Profiles and Planning Directions: Lake Trail Pg 66	Added explanatory text (in italics): <i>“This area is identified as a candidate for local area planning process and plan in order to provide more specific guidance to this centre as the community grows including how best to protect and restore fish habitat and Environmentally Sensitive Areas.”</i>	Because the federally listed Morrison Creek Lamprey is present, environmental protection and restoration must form part of development proposals, and therefore an integral part of the local area plan. Added for certainty.
26	Neighbourhood Centre Area-Specific Profiles and Planning Directions: Tin Town Pg 66	Added explanatory text (in italics): <i>“The adjacent industrial lands reflect the area’s historical location as ‘edge of town’, an area characterized by wetlands and numerous watercourses all connecting to the Piercy creek.”</i>	Environmental educational opportunity.
27	Neighbourhood Centre Area-Specific Profiles and Planning Directions: Ryan Road and Anderton Road Future Neighbourhood Centre and corresponding map Pg 68	Amended explanatory text and map to: <ul style="list-style-type: none"> - Identify the existing SD71 and City Park lands within the area, - Clarify that the Neighbourhood Centre land use designation will be determined through the local area planning process. 	Mapping these public land parcels assists in communications to multiple audiences. As discussed in the body of the staff report, and Inventory item number 6, the land use designation should not be assigned until after the local area planning process. Policy LU10 (Pg 54) makes clear that no development approvals are permitted in the local plan area until a local area plan has been adopted. This will ensure that the land will not otherwise be developed to an Urban Residential standard before Neighbourhood Centre land use designation is assigned.

Inventory Number	Section or Policy Number & Page Number	Change Made	Rationale
28	Urban Residential Land Use Designation policies Pg 70	<p>Rephrased the existing policy for clarity.</p> <p>From: “Amend the Zoning Bylaw to facilitate development of secondary residences on smaller lots, without having to obtain a Development Variance Permit.”</p> <p>To: <i>“Amend the Zoning Bylaw to permit secondary residences on all lots within traditionally single-residential dwelling neighbourhoods, except in floodplains and where Environmentally Sensitive Areas may be present.”</i></p>	<p>The re-written policy does have different policy intent than the original, however the original was considered to not target the policy issue well enough upon further review. The affordable housing chapter contains policies to adopt zoning in the comprehensive Zoning Bylaw update that permits secondary dwellings, which would necessarily include provisions on siting and setbacks, items that are often the subject of Development Variance Permits.</p> <p>The amended wording is viewed as being important to be clearly stated for this land use designation, an area that for many parts of the city is traditionally primarily single residential dwellings.</p> <p>The proviso for Environmentally Sensitive Areas is consistent with Inventory Number 17.</p>
29	Urban Residential Area-Specific Profiles and Planning Directions: Crown Isle Comprehensive Development Pg 75	<p>Amended explanatory text to add the following contextual details:</p> <ul style="list-style-type: none"> - That the area is master planned, and how this relates to comprehensive development zoning, - That the zoning for a large tract of Courtenay’s total land base was granted in the early 90s, - That the Ryan Road and Anderton Road future Neighbourhood Centre is subject to a local area plan that will direct zoning changes in that area. 	<p>Advisory Committee feedback was that this paragraph previously was lacking in historical and contextual details.</p>
30	Institutional Land Use - Policy No. 4	<p>Added a policy: <i>“Where land is designated as being within the provincial Agricultural Land Reserve, any</i></p>	<p>The Comox Valley Exhibition grounds are supported as a regionally important community asset and as such the City wishes to show support</p>

Inventory Number	Section or Policy Number & Page Number	Change Made	Rationale
	Pg 77	<i>uses must be permitted under the Agricultural Land Commission Act, regulations and orders."</i>	for the Institutional type uses that are proposed in accordance with 2017 Exhibition Grounds Master Plan. However, the lands are also within the ALR which does not support a number of the more generally listed Institutional uses. This policy therefore clarifies that the City will support the institutional designation only subject to ALC approval for non-farm uses.
31	Future Growth Land Use Policy No. 2 Pg 80	Amended policy: From: "Rezoning is not supported within Future Growth lands until such time as a comprehensive community-wide OCP review." To: "Rezoning is not supported within Future Growth lands until such time as 75% of the 2,900 residential units modelled for this plan have been approved."	Adequate time should be provided to plan for new growth before build out of the OCP is fully complete.
32	Future Growth Land Use Policy No. 5 Pg 80	Added a policy: <i>"In the north east Courtenay Block 71 area, only support future growth in accordance with existing Agricultural Land Reserve exclusion permissions."</i>	Approximately 150 hectares in Block 71 were conditionally excluded from the ALR in 2004. Consultation with the ALC has indicated that time sensitive conditions within the exclusion permissions were never activated and therefore the ALC deems the exclusions to be lapsed. The City for many years has understood these lands could eventually be developed to an urban standard and has factored for some servicing infrastructure accordingly. Therefore, should the ALC wish to review the then-established exclusion permissions, and extend them, the City would for this singular instance support future growth within the ALR lands. For certainty, the OCP policy is to not support ALR exclusions otherwise (General Land Use Policies No. 5 Pg 57).

Inventory Number	Section or Policy Number & Page Number	Change Made	Rationale
33	Area-Specific Profiles and Planning Directions: Floodplain Pg 83	Removed explanatory text that references the evolving Flood Management Plan.	Previous explanatory text provided detailed information about the status of the Flood Management Plan that has now become outdated.
34	Area-Specific Profiles and Planning Directions: Floodplain - Policy No. 7b Pg 84	Added a policy: <i>“Recognizing that the floodplain mapping information provided is an estimate and may be updated as new information comes available, consider residential uses and a mix of uses along the floodplain boundary if more recent floodplain analysis demonstrates that the floodplain is not accurately represented in the floodplain map, and therefore Land Use Plan.”</i>	Floodplain mapping is based on best available information about sea level rise and other flooding projections to the year 2200. Information on this topic will continue to evolve and be refined and therefore staff recommend allowing for some flexibility in residential uses along the border of the floodplain should the accuracy of the floodplain be imprecise in such areas. Should the existing mapping be more conservative than future floodplain analyses, the City would wish to support more residences within the central core of the city, which is close to and part of the floodplain. If an applicant wished to propose residential uses within or along the floodplain boundary, they would be required to provide detailed analysis of how their proposal meets the latest data and understanding of floodplain extent.
35	Area-Specific Profiles and Planning Directions: Floodplain – Policy No. 7c Pg 84	Added detail (shown in italics: <i>“Where development is permitted, new buildings and structures shall meet the flood construction standards, be designed to be temporarily retreated from during flood events, and meet all other associated requirements.”</i>	This is an important emergency management design consideration that should be added for certainty.
PART C – THEMATIC POLICIES			
36	Policy Foundations – Understanding	Restructured some of the information from the “Part D- Implementation – Courtenay’s	In order to logically link GHG modelling and climate action information to both policy (Part C)

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	<p>Courtenay’s Low-Carbon Approach</p> <p>Pg 87-90</p>	<p>Low-Carbon Pathway” to “Part B – Policies – Policy Foundation: Understanding Courtenay’s Low-Carbon Approach” to improve comprehension and flow.</p>	<p>and implementation (Part D), while also avoiding duplication, information on these was split between the referenced sections. This was the case in the January 2022 draft OCP version and the current version. Edits consist primarily of rearranging information, however a statement has been added to recognize the limitations of what the community wide GHG modelling standards of today can measure. For instance, they do not measure embodied energy or consumption behaviours. Measuring such items would likely indicate that achieving true net-zero GHGs will be more difficult and require more action than what is identified in this plan.</p>
<p>37</p>	<p>Policy Foundations</p> <p>Pg 90-91</p>	<p>Added ‘Affordability’ as a policy foundation alongside Low Carbon and Quality of Life.</p>	<p>See body of Staff Report.</p>
<p>38</p>	<p>Streets and Transportation – Policy ST 8</p> <p>Pg 98</p>	<p>Edited wording and added policies (in italics) to add specificity on actions that need to be taken to achieve objectives.</p> <p>“Develop or update municipal master transportation or mobility plans that provide guidance on the network, infrastructure, priorities, and phasing of all forms of transportation in order to:</p> <ul style="list-style-type: none"> a. Reflect the land use plan and policies in the OCP; b. Identify the pedestrian network; c. Develop standards and locations for cycling facilities with an emphasis on protected 	<p>A comprehensive traffic calming policy would assist in bringing together a number of specific traffic calming approaches that the City provides, often in response to a public request, and would support more proactive traffic calming actions.</p> <p>Downtown traffic circulation – for all modes – requires targeted study to understand how best to improve vehicular flow and improve opportunities for sustainable modes. This becomes increasingly important as more growth is directed to this central Town Centre.</p>

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		<p>or separated facilities wherever appropriate;</p> <p>d. Emphasize and incentivize active and low-carbon modes;</p> <p>e. Manage and improve safety of multiple uses along multi-use pathways;</p> <p><i>g. Establish traffic calming policy in order to determine appropriate site specific traffic calming measures including, but not limited to, reducing speed limits;</i></p> <p><i>h. Study and improve multi-modal transportation opportunities and circulation in the Downtown;</i> and</p> <p>i. Identify goods movement and trucking routes, including as part of the road classification system.”</p>	
39	<p>Streets and Transportation – Policy ST 13</p> <p>Pg 99</p>	<p>Added a policy: <i>“Develop a strategy to increase bike parking throughout Courtenay.”</i></p>	<p>Lack of bike parking can be a barrier to use, can be unsightly and can compete with other uses particularly along sidewalks. Survey results noted a need for bike parking. The omission of this policy was an oversight in the original OCP draft.</p>
40	<p>Streets and Transportation – Policy ST 18</p> <p>Pg 102</p>	<p>Added specificity to a policy (in italics): <i>“Ensure transportation network opportunities maximize pedestrian, cycling and transit connections in order to provide shortest active travel and transit routes to key destinations. This includes, but is not limited to, designing for mid block pedestrian and cycling connections in areas with low pedestrian and cycling connectivity, and securing Statutory Right of Ways for pedestrian and cycling use through strata developments,</i></p>	<p>Specificity added, and development standard implementation icon added, in order to make clear that when opportunities for pedestrian networks are possible through new developments, that every opportunity will be sought by the City. For example, pedestrian connections from strata roads to the public mobility network. This is consistent with a number of plan objectives.</p>

Inventory Number	Section or Policy Number & Page Number	Change Made	Rationale
		<i>wherever such opportunities are part of the active travel transportation network.”</i>	
41	Buildings and Landscape— Objectives Pg 105	Re-arranged order of objectives to place prominence of highest GHG impact at top.	A number of times during the consultation, it was asked why the chapter starts with municipal buildings when it is a small component of the overall GHG contribution. In terms of GHG impact, existing buildings are the largest GHG emitter. The order of objectives has been arranged to ideally improve flow of comprehension and highlight the message that policies that address existing buildings are strategic for GHG reductions.
42	Buildings and Landscape— Objectives Pg 105	<p>Amended objectives language to be more precise and reflect the policies better.</p> <p>Objective 3: - From: “Living landscape elements are incorporated for water and energy conservation purposes.” - To: “<i>Living landscape elements are incorporated for water, energy, and biodiversity purposes.</i>”</p> <p>Objective 4: - From: “The design of new buildings integrate with neighbourhood character, showcase Indigenous designs, and are universally accessible.” - To: “<i>The designs of new buildings complement neighbourhood character.</i>”</p> <p>Objective 5: - From: “Innovation in building energy, water, and materials performance is encouraged.”</p>	<p>Objective 3: The ability to include biodiversity objectives is a Development Area Permit (DPA) authority, and has been translated into OCP policy that directs DPA guidelines as relates to landscaping. (DPA guidelines also address environmental protection which is addressed in the Natural Environment chapter).</p> <p>Objective 4: Simplified language and moved accessibility to objective 5 in recognition that local governments have limited authority with respect to accessibility requirements. Developing Indigenous informed design guidelines is included in Policy BL 12 (Pg 111).</p> <p>Objective 5: Innovation on a range of objectives included here, where the City requires volunteer compliance or provincial authority.</p> <p>Objective 6: Expanded municipal leadership objectives to include</p>

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		<p>- To: <i>“Innovation in building performance, accessibility, and construction waste diversion is encouraged.”</i></p> <p>Objective 6:</p> <p>- From: <i>“Municipal buildings and site design demonstrate high energy and water efficiency, net-zero emissions, and energy production.”</i></p> <p>- To: <i>“Municipal buildings and site design demonstrate leadership in building performance, accessibility, and design.”</i></p>	<p>accessibility and design as well as performance.</p>
<p>43</p>	<p>Buildings and Landscape— Explanatory text</p> <p>Pg 106</p>	<p>Added language on landfill implication of demolitions. Made other more minor editorial changes to improve understanding of how architecture can contribute to OCP goals, and improve overall comprehension.</p>	<p>Advisory Committee criticism that this chapter lacked comprehension.</p> <p>Comox Strathcona Waste Management referral requested that more efforts be made to anticipate and reduce demolition waste.</p>
<p>44</p>	<p>Buildings and Landscape – Policy BL 4</p> <p>Pg 110</p>	<p>Substantive change made:</p> <p>From:</p> <p>Accelerate adoption of the BC Energy Step Code for all new non-City buildings:</p> <p>a. Require that Part 9 buildings achieve Step 4 by 2023 and Step 5 by 2025; and</p> <p>b. Require that Part 3 buildings achieve Step 3 by 2023 and Step 4 by 2025.</p> <p>To:</p> <p><i>“Accelerate adoption of the BC Energy Step Code in the BC Building Code to always be one Step ahead of the provincial minimum Energy Step Code standards. Buildings that include a low-carbon energy system that satisfies a greenhouse gas</i></p>	<p>See body of staff report.</p>

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		<i>intensity limit of 3kg/m2/year for primary heating and hot water may be constructed to the minimum Provincial Step Code requirement."</i>	
45	Buildings and Landscape – Policy BL 5 Pg 111	From: "Require that new buildings subject to rezoning achieve net-zero GHG emissions as a condition of rezoning. This means buildings will be required to perform at or better than a mechanical energy use intensity (MEUI) of 30 kWh/(m2·year) and thermal energy demand intensity (TEDI) of 15 kWh/(m2·year)." To: <i>"Require that new buildings subject to rezoning achieve low-GHG emissions as a condition of Rezoning, defined as achieving a greenhouse gas intensity limit of 3kg/m2/year for primary heat and hot water."</i>	See body of staff report.
46	Buildings and Landscape– Policy BL 6 Pg 111	Lumped a number of policies together under 'advocate to the Province' in order to reduce redundancy later in the chapter.	Carbon pollution, embodied energy, and universal accessibility all require Provincial enabling legislation in order for the City to enact fully.
47	Buildings and Landscape– Policy BL 8 Pg 111	Lumped a number of policies together and expanded language to clearly establish that the City intends to utilize Development Permit Area guidelines for a number of purposes as permitted under the Local Government Act including: Energy and water conservation, biodiverse and sensitive rainwater management, and form and character.	This intention was stated less clearly in the original format but the Development Permit Area guidelines were originally drafted with these purposes in mind, therefore it is a matter of clarification.

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48	Buildings and Landscape— Policy BL 9 Pg 111	Added a policy: <i>“Explore the establishment of Development Permit Areas for wildfire hazard protection upon review of wildfire risk to Courtenay.”</i>	Climate change locally could result in increased wildfire risk. While the Urban Forest Strategy 2019 did not identify wildfire risk for Courtenay, it is advisable that this risk be monitored over time and this tool employed if required.
49	Buildings and Landscape— Policy BL 10 Pg 111	Added a policy: <i>“Consider establishing pre-approved form and character Development Permit Area designs for smaller lot infill housing in order to expedite the construction of high quality design infill housing.”</i>	Staff identified this as an action that could expedite infill housing and so recommend it as one to examine at a future date. Improving development approval timelines is a priority request of the development community in general.
50	Buildings and Landscape— Policy BL 11 Pg 111	Moved the policy to discourage fossil fuel energy from Municipal Infrastructure chapter to the Buildings and Landscape chapter and merged it with the policy to (continue to) prohibit installation of wood burning devices in new buildings.	Merged the polluting forms of thermal energy sources to one policy. Discouraging fossil fuel energy (including natural gas) in development applications is - in the municipal context - logically more connected to buildings than municipal infrastructure.
51	Buildings and Landscape— Policy BL 13 Pg 112	Added a policy: <i>“Encourage the adaptive reuse of buildings and building materials through permitting and planning processes to help reduce construction waste generation.”</i>	A policy added to support the issue of demolition waste affecting the landfill life span as identified in inventory item 43.
52	Buildings and Landscape— Policy BL 16 Pg 112	Clarified that the City’s policy is to meet 100% of municipal building energy demand through electrical means, <i>unless for the purposes of public emergency command centre management purposes.</i> Added that the City would demonstrate leadership in the application of low embodied carbon building materials.	Emergency command centre functions could necessitate the use of diesel generators until low- or no-carbon options are available. The leadership objective intent is broad and meant to inspire genuine innovation and climate action to wider society. As such, adding these details are clarification, not departure from original policy intention.

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53	Affordable Housing– Objectives Pg 113	Re-arranged order of objectives to place prominence of highest housing affordability impact at top – increase in market supply permitted throughout City.	Market housing is the largest proportion, and expected to continue to be even with a growing non-profit sector.
54	Affordable Housing– Introductory text Pg 116	Text edited to: include reference to the number of housing units modelled in the growth forecasting (2,900 units) as compared to the Housing Needs Assessment requirement to forecast for 5 years (1,000 units); to acknowledge that the Housing Needs Assessment does not recommend tenure or forms that the needed housing needs must take; to acknowledge that Housing Needs Assessments are a new requirement of local governments that will help the entire community respond to housing needs; to emphasize that the primary strategy to increase widespread housing affordability is to increase market supply throughout the entire city; and to recognize that the entire community has a role to play in supporting additional housing supply for those in greatest need, not just through new development negotiations.	Added explanatory text to improve comprehension. Development community noted that the entire community should play a role in supporting affordable housing goals, such as through increased taxation, not just a development applicant as a requirement of new development, which is a policy of rezoning applications that increase density (Community Amenity Contribution policy in Part D).
55	Affordable Housing – Policy AH 1 Pg 117	Added text (in italics: “Support higher housing densities, including amending the Zoning Bylaw to permit two dwelling units per single residential lot, in all residential land use designations, as described in the Managing Growth Policy section of this Plan, and in accordance with protection of Environmentally Sensitive Areas policies.”	In accordance with inventory item No. 17.

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56	Affordable Housing– Policy AH 2 Pg 117	Added text (in italics): “Amend the Zoning Bylaw to reduce minimum lot size requirements <i>and establish maximum lot size requirements</i> in the urban residential designation to support densification of existing and future neighbourhoods. <i>In the establishment of lot sizes, ensure that the ability to accommodate a second dwelling unit is considered, and that wherever Environmentally Sensitive Areas are present, their protection shall take precedence.</i> ”	Along with reducing minimum lot size requirements, maximum lot size requirements are an important zoning tool in order to support that infill development. Reference to Environmentally Sensitive Areas In accordance with inventory item No. 17.
57	Affordable Housing– Policy AH 3 Pg 117	Separated the following policy that was formerly part of Policy AH 2: “Consider maximum lot sizes within neighbourhood and town centres to promote intensification of uses.”	No substantive change, but separated out from the urban residential uses to recognize that land development opportunities as relates to lot size are different in growth centres than in urban residential areas. In urban residential areas, the dominant expected use is single residential with a secondary unit or small infill developments such as multi-plexes, therefore to support intensification of use, lots shall not be too large. However, in neighbourhood and town centres, multi-residential and mixed use developments will be the standard, and they will require larger lots.
58	Affordable Housing – Policy AH 4 Pg 117	Modified language in first part of policy and added text (in italics): “Require that a diversity of housing types and unit sizes be provided in new rezoning applications for subdivisions. <i>Ensure that development of multi-residential units occur in early phases of the subdivision.</i> ”	The modified language in the first part of policy formerly read “Require that a diversity of housing types and unit sizes be provided in new residential subdivisions and rezoning applications.” This was interpreted by some as requiring that subdivisions (that do not require a prerequisite rezoning) could be required to meet diversity of housing requirements. This is not the case. Only through rezonings

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			<p>would subdivisions be required to meet diversity of housing requirement, unless the stated zoning already requires it.</p> <p>Added text to ensure that when a multi-phase project is planned, that multi-residential housing needs are met first. This serves two purposes: to prioritize compact housing forms in accordance with the OCP general direction, and also to minimize the disruption of large scale development to the new neighbourhood development.</p>
59	Affordable Housing – Policy AH 5 Pg 117	Added text (in italics): “Encourage the provision of 3+ bedroom units <i>as part of a mix of unit types</i> in new multi-residential buildings to create more housing choices for families.”	Added to be clear that a diversity of housing unit types is desired, not only larger units for families, and to support market flexibility and viability of development projects.
60	Affordable Housing – Policy AH 9 Pg 118	<p>Changed from: “Do not permit the conversion of existing occupied multi-residential rental buildings to strata ownership.”</p> <p>To: <i>“Do not permit the conversion of existing occupied multi-residential rental buildings to strata ownership until, and only when, the vacancy rate as report by CMHC exceeds 3% for a period of at least 12 months.”</i></p>	<p>Upon further review, prohibiting the conversion of existing occupied multi-residential rental buildings to strata ownership is viewed as inflexible and overly restrictive especially in a growth plan that requires re-development of lands. Tying the conversion of rental units (to strata units) to a vacancy rate is a common policy approach and is the 2005 OCP policy. The vacancy rate threshold has been increased from 2% (2005 OCP) to 3% to reflect the need for higher vacancy as part of a ‘healthy’ rental housing system. Staff note that because the vacancy rate in BC has rarely risen above 3% in the past decade, that establishing such a threshold effectively prohibits the conversion to strata units in any event.</p>

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61	Affordable Housing - Policy AH 12 Pg 118	Added text (in italics): “Ensure short-term rental accommodation limits impact on the long-term rental housing supply. <i>Explore options such as requiring owner occupation of short-term rental accommodations and business licenses.</i> ”	Added specificity to signal the types of tools that are likely to be recommended.
62	Affordable Housing – Policy AH 15 Pg 118	Added text (in italics): “Develop and adopt a tiered below-market incentive program in which more incentives are offered to those projects in which more units are offered at deeper levels of below-market affordability. <i>Incentives may include but not be limited to application processing timeline targets, parking, zoning, and servicing variances, and waiving or reducing fees and charges.</i> ”	Added specificity to signal the types of incentives that are likely to be recommended.
63	Affordable Housing – Policy AH 21 Pg 119	Added text (in italics): “Build capacity to support the development of affordable housing, including by connecting non-profits with funding streams, land opportunities, market developers, <i>and managing housing agreements.</i> ”	Added for specificity to set level of municipal service expectations as managing housing agreements adds requirement for additional staff resourcing.
64	Affordable Housing – Policy	Removed the following: “Develop a program to prioritize and support affordable housing project applications with focus on non-market and below-market projects.”	Redundant to Inventory Item No. 62.
65	Natural Environment– Policy NE 19 Pg 126	Added a policy: “ <i>Explore the use of enforcement tools to protect water quality related to development practices, such as an erosion and sediment control bylaw.</i> ”	Development practices have been known to cause sediment to flow into local watercourses. The City does not have strong enforcement tools to ensure that this does not occur outside of requirements of tree cutting permits and development servicing

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			requirements. For example, at the building permitting stage is where sediment control challenges often arise. Erosion and sediment control bylaws are commonly applied tools that can apply to any scale of development and that can assist in encouraging compliance.
66	Parks and Recreation– Policy PR 6 Pg 133	Added a policy: <i>“Explore opportunities for a regional parks service in partnership with regional partners.”</i>	Added for clarity given the recent review of this service at the CVRD. Is consistent with broader objective of partnership development and regional coordination of parks and recreation services.
67	Parks and Recreation– Policy	Moved the following policy to Municipal Infrastructure chapter: <i>“Review regularly the fee structure in the Development Cost Charge Bylaw to support park, trail and recreation facility renewal, upgrades, and new assets.”</i>	This policy is now addressed in Municipal Infrastructure Policy MI. 14 (Pg 144). The topic of parks is merged in that policy into a more general policy to <i>“regularly review the Development Cost Charges Bylaw to reflect the costs of growth-related infrastructure, including parks,...”</i>
68	Municipal Infrastructure– Introduction Pg 141	Amended language to recognize that Courtenay’s potable water is not generally collected from the Puntledge River at the BC Hydro Penstock now that the new Comox Lake treatment facility is in operation.	Educational opportunity.
69	Municipal Infrastructure– Introduction Pg 141	Added statistics related to materials sent to the landfill.	Educational opportunity and contextual justification for strong waste diversion policies.
70	Municipal Infrastructure– Policy MI 1a Pg 143	Added local food security as a critical service to be considered in emergency management planning.	Food systems is a thematic policy area of the OCP. The COVID-19 pandemic exacerbated weaknesses in the local food system, particularly for equity-priority groups, a focus demographic of the OCP.
71	Municipal Infrastructure– Policy MI 8	Added a policy: <i>“Explore the option of establishing, working in</i>	This is an identified community need. Exploring the option does not commit the City to provide, but

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	Pg 144	<i>partnership to establish, or supporting the establishment of a sani-dump station within Courtenay in order to ensure proper disposal options for recreational vehicles."</i>	indicates that the City recognizes this need.
72	Municipal Infrastructure– Policy MI 12 Pg 144	Added a policy: <i>"When completing master plans for City services, endeavor to include the full costs of these plans to ensure Development Cost Charges can be accurately updated, and the City has a path to fulfill these plans in a financially sustainable way."</i>	Clarity added to work-plan related policy to ensure that the scoping of master servicing plans links well to financial considerations of municipal service provisions.
73	Municipal Infrastructure– Policy MI 15a Pg 145	Added text to a policy (in italics): <i>"Ensure that rain and stormwater management planning and infrastructure support both watershed health and public safety objectives by:</i> <i>a. Minimizing and mitigating cumulative impacts, working at the watershed scale across jurisdictional boundaries, and avoiding inter-basin transfer of water via the drainage network."</i>	Clarity added to reflect that cumulative impacts and watershed scale cross jurisdictional planning are critical to achieving the policy of 'watershed health'.
74	Municipal Infrastructure– Policy MI 15h Pg 145	Added text to a policy (in italics): <i>"Ensure that rain and stormwater management planning and infrastructure support both watershed health and public safety objectives by:</i> <i>h. Ensuring that pesticides, herbicides, and other chemicals with harmful water quality impacts are restricted or prohibited across all land uses where municipal authority exists to restrict such substances."</i>	Identified by the environmental stewardship sector that this is a water quality concern and therefore can be included as a factor of consideration when working on watershed health policies.
75	Municipal Infrastructure– Policy MI 18	Changed from: <i>"Support local and regional programs to significantly decrease the amount of waste</i>	See body of staff report.

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	Pg 146	<p>being generated and increase waste diversion and recycling. This includes, but is not limited to, demand-side management measures such as single-use plastic restrictions and supporting landfill bans on materials that have viable local diversion options.”</p> <p>To:</p> <p><i>“Explore zero-waste approaches in waste management, including prioritizing upstream approaches that avoid, reduce, and reuse waste in all applications of local government jurisdiction. This includes, but is not limited to:</i></p> <ul style="list-style-type: none"> <i>i. Supporting regionally coordinated and sustained public education programs;</i> <i>ii. Supporting neighbourhood-scale recycling and waste diversion facilities as part of complete neighbourhoods subject to access, form and character, and other neighbourhood integration considerations;</i> <i>iii. Ensuring sufficient and conveniently located spaces within all developments to support occupant waste diversion behaviours;</i> <i>iv. Materials restrictions and bans from the landfill where alternatives exist and diversion options are viable;</i> <i>v. Supporting the Province in applying Extended Producer Responsibility policies to more materials;</i> <i>vi. Obtaining accurate data of waste streams for monitoring,</i> 	

Inventory Number	Section or Policy Number & Page Number	Change Made	Rationale
		<p><i>education, and planning purposes; and</i></p> <p>vii. <i>Demonstrating leadership in municipal operations, procurement, and capital investments, including renewal and disposal.</i>"</p>	
76	<p>Social Infrastructure– Policy SI 9</p> <p>Pg 152</p>	<p>Added a policy: <i>"Work regionally to increase child care spaces as identified in the Comox Valley Child Care Action Plan (2019)."</i></p>	<p>A need for increased attention to childcare was expressed in the Phase 5 consultation, particularly from the Comox Valley Early Years Collaborative. This is consistent with Local Economy policies that recognize childcare as a foundation to economic participation, particularly for women. Added to this chapter as it is thematically appropriate as a form of Social Infrastructure.</p>
77	<p>Social Infrastructure– Policy SI 10</p> <p>Pg 152</p>	<p>Added a policy: <i>"Explore how the City can support School District 71 in the provision of child care spaces."</i></p>	<p>SD71 referral and follow up consultation included a specific request for assistance from the City in supporting the SD71 role in providing child care, in line with recent provincial government service re-assignments.</p>
78	<p>Social Infrastructure– Policy SI 15</p> <p>Pg 152</p>	<p>Added specificity to a policy (in italics): <i>"Through the Federation of Canadian Municipalities (FCM) and the Union of BC Municipalities (UBCM), advocate to senior governments for action, funding, support, and coordination in addressing social infrastructure needs including, but not limited to:</i></p> <ul style="list-style-type: none"> a. Poverty reduction b. Homelessness and housing c. Complex health care such as long-term care, mental health, and addictions care d. High quality, affordable, and accessible child care space targets as identified in the 	<p>Social infrastructure needed to support a growing seniors population is expected to be particularly acute locally given that Courtenay’s population is expected to experience the highest rates of growth in the 75+ years of age demographic. The federal and provincial governments both recognize the need to plan better for this demographic and policy provided within the OCP can assist in showing Courtenay’s interest and relevance when advocating and working with those senior governments.</p>

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		<p>Comox Valley Child Care Action Plan (2019)</p> <p>e. Early childhood health and development</p> <p><i>f. For a growing seniors population</i></p> <p>g. Settlement services</p> <p>h. Food security</p> <p>i. Employment</p> <p>j. Public safety”</p>	
79	<p>Social Infrastructure– Policy SI 18</p> <p>Pg 153</p>	<p>Added a policy: <i>“Whenever developing new public facilities such as recreation centres, hospitals, and government offices, explore the opportunity to include child care as part of the design.”</i></p>	<p>Early Years Collaborative noted specific actions that municipalities can take to support child care, of which this is one. It is important to note though that the City is not expected to build many new or renovated facilities within the life of this OCP.</p>
80	<p>Social Infrastructure– Policy SI 24</p> <p>Pg 154</p>	<p>Amended language regarding the City supporting SD71 ‘Community Schools’ policy to ‘community use of schools’.</p>	<p>At the request of SD71 who notes that the Community Schools model relies on a resourcing framework that is not currently present (e.g. hiring coordinators, community development mandate). Community use of schools on the other hand contains a number of the same objectives (wider community use of school facilities outside of standard school hours). SD71 notes an existing extreme demand for their facilities by the wider community and is concerned there is not sufficient capacity to support strong community schools or increased community use of schools.</p>
81	<p>Social Infrastructure– Policy SI 26</p> <p>Pg 154</p>	<p>Added a policy: <i>“Work regionally to identify sufficient and suitable locations for emergency shelters, including during weather related events and evacuations.”</i></p>	<p>Island Health requested this in their referral comments, noting explicitly the expected demand for weather related shelters (cooling during the summer and warming during the winter).</p>
82	<p>Arts, Culture, and Heritage– Policy SI 3</p>	<p>Changed text (in italics):</p>	<p>An OCP policy is to explore First Nations naming conventions. Therefore this plaza may be suitable</p>

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	Pg 159	“Work towards the downtown Duncan <i>Public Commons</i> public plaza concept identified in the Downtown Courtenay Playbook (2016).”	for such a name, or dual naming (see Inventory Item No. 83).
83	Arts, Culture, and Heritage– Policy SI 2 Pg 162	Added text (in italics): “Explore opportunities for place, parks, building or street renaming, <i>or dual place naming where appropriate</i> , to reflect K’ómoks First Nation traditional naming conventions.”	Recognition that multiple names may be appropriate for a place.
84	Food Systems– Objective 1 Pg 163	Added text (in italics): “All residents have access to affordable, healthy, <i>culturally appropriate</i> , and local food outlets <i>within walking distance, including food access services and programs when needed.</i> ”	Food Policy Council feedback noted that culturally appropriate food is an important part of food security, that walking distance should be part of the objective to support 10-minute neighbourhoods, and that food access services and programs are sometimes what is required for individuals who cannot simply purchase food in the market place.
85	Food Systems– Objective 2 Pg 163	Added text (in italics): “ <i>All</i> residents have access to food growing opportunities <i>within walking distance</i> ”.	Food Policy council feedback noted that food growing opportunities should be available as part of complete 10-minute neighbourhoods and available to all residents. This is considered achievable provided that private lands are permitted to grow food, and that eligible municipal lands will be examined for food growing opportunities.
86	Food Systems– Introduction Pg 166	Added text to recognize that the City has supported food security by means of signatory to the Island Food Charter, and included definition of food security.	Education opportunity.
87	Food Systems– Policy FS 7 Pg 167	Added a policy: “ <i>Work in partnership with food security organizations and regional jurisdictions to ensure</i>	Food policy council noted this as an opportunity to support the equity dimension of ensuring that all people have access to food within

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		<i>food access services and programs are available when needed.”</i>	walking distance, not just those who can afford to pay for food.
88	Food Systems– Policy FS 9 Pg 168	Revised policy from: “Review the Zoning Bylaw to allow more accessory structures for urban agriculture (both on rooftops and at grade), with consideration to their sensitive integration into the neighbourhood.” To: “Review the Zoning Bylaw and other regulatory bylaws to allow for more food growing opportunities on private property, and allow more accessory structures for urban agriculture. Ensure protection of environmentally sensitive areas and sensitive integration of accessory structures into the neighbourhood.”	Added specificity to make clear that food growing in general will be supported in the zoning bylaw (not just accessory structures that support food growing), and to address Inventory Item No. 17 with respect to ensuring protection of Environmentally Sensitive Areas.
89	Food Systems– Policy FS 14 Pg 168	Added a policy: “Encourage gardening programs that promote health and well-being for residents, including at supportive housing sites, schools, recovery centres, long-term care facilities, and hospitals.”	This is already included as a Development Permit Area guideline for outdoor shared spaces, therefore the policy support is recommended to be embedded in the OCP as a foundation. Referral request of Island Health.
PART D – IMPLEMENTATION			
90	Pgs 181-186	Re-ordered presentation of information to situate Corporate Alignment, Plan Administration, and Performance Monitoring as the overall mechanism through which to deliver implementation.	For comprehension.
91	Corporate Administration – Municipal Corporate	Clarified that climate action, equity, reconciliation, and community well-being, as part of	To align better with full vision of OCP.

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	Climate Action Themes No. 1 Pg 185	procurement decisions, not just climate action.	
92	Development Approval Information Areas – Traffic Impact studies Pg 190	Added that Traffic Impact Studies may include Transportation Demand Management information.	Mitigation options to minimize impact to traffic should be sought and supported wherever possible, not just identify new vehicular infrastructure needed to alleviate traffic. Transportation Demand Management strategies include measures to strongly support owners, residents or tenants of the new development to utilize sustainable modes of transportation.
93	Development Approval Information Areas Pgs 191-192	Additional studies identified in more detail: <ul style="list-style-type: none"> - Accessibility - Housing Affordability - GHG Emissions - Electricity Demand 	Being as clear as possible on development information that may be required of development applications is a requirement for OCPs pursuant to S.485 of the Local Government Act.
94	Community Amenity Contributions Pg 193	Added an exemption to the CAC policy: <i>“Housing developments that achieve affordable housing through equivalent other means than CAC contributions are exempt from the Affordable Housing component of the CAC policy. Examples of achieving affordable housing through other means includes, but is not limited to:</i> <ul style="list-style-type: none"> -Small units 29m² in size or less. <i>This exemption shall be made in consideration to the desired mix of housing within new developments as described in the Affordable Housing section of the OCP; and</i> <ul style="list-style-type: none"> -Dedicated price-restricted affordable housing development, or sufficient number of price-restricted units within a 	Development community requested clarification of when exemptions would be applicable if they are providing affordable housing as part of their product.

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		<i>development, generally operated by a non-profit organization.”</i>	
95	CAC Policy No. 3 Pg 194	Added that land may be accepted as a form of a tangible capital asset.	For certainty.
96	CAC Policy No. 3c Pg 194	Substantive change. Added text (in italics): “Cash in lieu to be deposited in the City Reserve Funds <i>Affordable Housing Amenity Reserve Fund in the amounts stated in Tables D-4 (contribution per multi-residential unit) and D-5 (contribution per lot) and Parks, Recreation, Cultural and Senior Facilities Amenity Reserve Fund in the amount of \$1,000 per unit, for the provision of stated facilities or projects.”</i>	See body of staff report.
97	CAC Policy No. 4c Pg 194	Changed ‘shall’ to ‘should’ for the units retaining their 30% below-market rate in perpetuity regardless of tenure.	The use of ‘shall’ is generally legally interpreted to be a requirement whereas ‘should’ indicates a strong preference. Development community consultation indicated a desire for flexibility in more City regulations. In changing to ‘should’, there is opportunity for the City to negotiate different combinations of affordability contributions depending on evolving community needs. E.g. more units for a shorter time frame, or fewer units in perpetuity.
98	CAC Policy No. 4e Pg 194	Added a policy: <i>“Housing agreements or 219 covenants will be registered on title to secure the specific housing requirements of the negotiation. Where housing agreements are used, they may stipulate conditions in</i>	For certainty. Housing agreements and 219 covenants are already used to secure these arrangements. This policy provides clarity to the applicant, public, staff and Council of the types of conditions that may be stipulated within said agreement.

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		<i>accordance with S.483 of the Local Government Act including: the form of tenure of the housing units; the availability of the housing units to classes of persons; the administration and management of the housing units; and rents and leases, sale or share prices that may be charged, and the rates at which they may be increased over time."</i>	
99	CAC Policy	Removed a policy: "The total monetary contributions made by the developer shall be divided equally and deposited in the Parks, Recreation, Cultural and Senior Facilities Amenity Reserve Fund, and in the Affordable Housing Amenity Reserve Fund."	As per Inventory Item No. 96.
100	CAC Policy No. 16e. Pg 196	Added a policy: "Exploring opportunity to apply CAC policies to Development Variance Permits."	At the direction of Council.
101	CAC Table D-3 Pg 198	Added a project in the Lake Trail Neighbourhood Centre: "Arden and Morrison Creek stream restoration."	Restoration of these Environmentally Sensitive Areas is identified as a Species at Risk Act protected Morrison Creek Lamprey recovery plan item which the City supports.
PART E – LOCAL AREA PLANS			
102	Part E – Local Area Plans Pgs 217-244	Added the amended Arden Corridor Local Area Plan.	No changes provided to the Arden LAP since it was posted with the OCP in January. January 17, 2022 staff report identifies why this is the only (amended) LAP in the current OCP.
APPENDICES			
103	Appendix 1 – Implementation Actions Pgs 245-248	Rearranged actions, removed phasing, and ensured the list was complete.	This table follows the Implementation Priorities table D-7 in the body of the plan which identifies the immediate work plan items required to advance key

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			<p>aspects of the OCP. This table in the appendix references the full suite of ‘work plan’ actions within the OCP and is arranged by lead department to indicate how different municipal services will be implicated by the OCP. This is helpful for budgeting and resource allocation purposes. Phasing column is removed to recognize that phasing will be determined in coordination with Council priorities, the annual budget and five-year municipal financial planning process.</p>
<p>104</p>	<p>Appendix 2 – Maps Begins on Pg 249</p>	<p>Map APX-3 Road Network Map APX-4 Cycling Network Map APX-5 Sidewalk Network Map APX-6 Terrestrial Environmentally Sensitive Areas Map APX-7 Aquatic Environmentally Sensitive Areas Map APX-9 Parks and Greenways Map APX- 11 Water Distribution System Map APX-13 Stormwater Distribution System</p>	<p>These maps were amended minimally to reflect up to date information on municipal servicing, or to coordinate information across a number of plans (e.g. showing greenway network opportunities as part of cycling network opportunities).</p>
<p>105</p>	<p>Appendix 4 – Glossary Pgs 273-278</p>	<p>Added a glossary.</p>	<p>The glossary was separately available during the OCP consultation, on the project webpage. Questions that were raised during consultation indicated that some terms needed definition. The glossary now forms part of the OCP to assist in interpretation.</p>